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April 11, 1921, Temperature 69

ESTABLISHED 1848
Barometer 29.00 Rainfall 0.00 inch. Humidity 90

April 11, 1920, Temperature 62

No. 18,229.

一拜禮

號一十月四年一十二百九千一英

HONGKONG, MONDAY, APRIL 11, 1921

日四初月三西辛亥年十國民華中

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COLD CURE TABLETS
A sure preventive.
A speedy cure.

Price per phial 75 cents.

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Purity Percentages
99.9% — 98.75% — 90%

The high standard of purity maintained in the products of the
Zinc Producers of Australia always justifies the confidence
users put in it. Australian Zinc acts and reacts with certainty.
The Association is prepared to supply the following—

| | |
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| Electrolytic Zinc (A-Z) Brand Containing about 99.95% Metallic Zinc (99.9% guaranteed) | High-Grade Zinc Dust Containing about 90% Metallic Zinc |
| Spelter (BNA) Brand Containing about 98.75% Metallic Zinc | Zinc Concentrates Various Grades |

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has taught us that it is wise
WHEN BUYING A WATCH
to consider quality before price.
We have a stock of Pocket and
Wrist Watches of quality
THAT SATISFY!
J. ULLMANN & CO.
FRANKFURT. EST. 1880.

TO-DAY'S CABLE.

(Reader's Service to the China Mail)

NATIONAL CRISIS.

OUTLOOK REGARDED AS HOPEFUL.

PRECAUTIONARY MEASURES. LONDON, April 10.

Though the outlook is regarded as hopeful precautionary measures are
not being relaxed and the recruiting of volunteers continues briskly. The
War Office states that the response to the appeal to form defence units has
exceeded all expectations. It is officially stated the country's stocks of
food at present are sufficient but an order has been issued prohibiting
householders from acquiring over a week's supply of any foodstuff. Mean-
while, evidences accumulate that the Triplice's threat of a strike is in
nowise wholeheartedly supported by its members. Many railwaymen declare
that they will disobey the strike order, while the reluctance of some of the
transport workers to engage in the struggle is indicated by the resolution
passed by a mass meeting of a thousand members of the united vehicle
workers at Birmingham to-day calling on the Triplice to postpone strike
notices till April 17 and take a ballot of all members of the union.

SEASIDE TRAINS.

LUXURIOUS TRAVEL.

MEALS AT ANY TIME IN ANY COACH.

Passengers between London
(Waterloo) and Bournemouth will
soon be riding in what is hoped will
be the "standard train of the future."
Two of the four huge corridor
trains that are now being built by
the London and South-Western Rail-
way are almost ready for service.
Painted a deep sage-green colour,
each train will consist of five coaches,
"firsts" and "thirds," 57ft. long and
9ft. wide.

Electric light, central heating, and
hot and cold water in the lavatories
are among the comforts of the new
trains. The pantries will be such as
to make it possible for meals to be
served at any time to suit the con-
venience of passengers without leav-
ing their seats.

Engines of a new pattern are being
built capable of pulling a load of
1,200 tons. Each engine will carry
7 tons of coal and 2,000 gallons of
water. The whole engine when run-
ning weighs about 100 tons.

The new trains and engines will
form an entirely new and augmented
service between Waterloo and Bourn-
mouth ready for the Easter and
summer holiday traffic.

THEATRE BATTLE.

VIENNA UPROAR.

GIANT COUNT DEFENDS WOMEN.

During a riot at a Vienna theatre
women were thrashed with sticks,
many people were injured, cloakrooms
were looted, and, in the panic that
followed, the building was partially
wrecked.

The riot arose from the opposition
of about a thousand of the spectators
to the production of "Reigen"—a
play which, attacked as indecent, is
defended by the Social Democrats and
the Labour newspapers. This play,
which is a dialogue dealing with the
most intimate problems of sexual
life, has been banned by the Austrian
Parliament on the ground that it is
immoral, but the ban has been ignored
by the municipal authorities.

The trouble began with the throw-
ing of bombs filled with noxious gases
and egg-shells filled with tar.

Fights broke out in many parts of
the building, and the police were over-
powered. In one of the boxes, Count
Louis Salm, an athletic giant and a
famous tennis player who has played
at Wimbledon, protected the women
occupants until he was knocked down
by rioters with knuckle-dusters. An
actress fainted on the stage and the
curtain was rung down.

KING OF THE SAPPHIRES.

STRANGE STORY.

FAMOUS STONE'S FATE.

It is a strange story, that of the
Brannick sapphire, which M. Lacom-
blez, a Paris examining magistrate,
is at present investigating. This pre-
cious stone, known as "The King of
Sapphires," belonged to the Brannick
family; it was bought at Frankfurt in
1840, weighed 291 carats, is said to
have been worth several million
francs, and was taken from the hip
pocket of Count Xavier Brannick at
Warsaw in July, 1916, during the
German occupation. The Count found
himself in Paris recently, and, know-
ing that there is an important market
for precious stones in the city, he
thought he would ask the police to
make inquiries about his sapphire.
The police inspectors found in posses-
sion of a dealer in precious stones,

\$250,000,000 LAWSUIT.

GREAT OIL LANDS DISPUTE.

LARGEST DAMAGES ON RECORD.

A suit has been brought against
the Standard Oil Company of New
Jersey for \$250,000,000 by the Uncle
Sam Oil Company, which has its
headquarters in Kansas City. The
damages claimed are said to be the
largest ever known in this or any
other country, and are based on a
controversy of long standing between
the two companies over the lease
from the Osage nation of Indians of
435,000 acres of oil-producing lands
in Oklahoma. The Uncle Sam Oil
Company claims the original title to
the lease, and charges that through
certain "Government influences" the
lease was diverted to the Standard
Oil Company six years ago. Mean-
while, numerous charges and com-
plaints by newspaper men against
the Uncle Sam Oil Company, which
was founded sixteen years ago, have
been dismissed one by one, and the
company now has a clean bill of
health. Plaintiffs' counsel declares
that the Standard Oil Company has
been taking hundreds of millions of
barrels of oil from the property for
the last six years which should rightly
go to enrich the shareholders in the
Uncle Sam Company.

A LAWYER'S PISTOL.

BACKWOODS JUSTICE.

SCENE IN BERLIN COURT.

A scene reminiscent of backwoods
justice occurred in one of the
special courts constituted to
try cases of illicit profiteering. A
defending counsel, after some sharp
words with one of the accused for
whom he was not appearing, and
who, he insinuated, had acted in the
affair as a police agent, suddenly
sprang to his feet in a state of great
excitement, and with the words, "I
have just been threatened, but I am
ready for anything," took a magazine
pistol from his pocket and laid it on
the table in front of him. It then
came out that the defendant whom
he had attacked had whispered to
him, "We shall see one another
afterwards." Counsel explained that
he had to be on his guard, as only a
few days earlier he had been attack-
ed and felled to the ground by three
young men. The State Prosecutor
seized the pistol and pronounced it
to be contested, but as it was
proved that the owner was in pos-
session of a licence the weapon was
returned to him at the close of the
hearing.

ANSWERS TO CORRESPONDENTS.

Sailor Correspondent.—A very
manly and straightforward letter, for
which we thank you. "We see your
point of view, and respect it."
"Cowboy"—Don't be silly.

C. C.—No reason for alarm. British
workmen never did show "a solid
front" yet, and are unlikely to. The
telegrams show dissensions already.
So we remain calm, as we advise you
to do.

not the sapphire, but portions of it.
The dealer told how a few months ago
he bought the sapphire for 185,000
francs from a Lithuanian dealer estab-
lished near Kovno, whom he knew to be an
honest man. He was aware that the
stone had figured in the exhibition in
Vienna in 1867, and in the Paris
Exhibition of 1878, and realizing that
it would be difficult to get rid of it,
he had it cut into fragments, some of
which were utilised in rings and neck-
laces. Of the 291 carats, only 136
carats remain.

THE DOLLAR.

To-day's closing rate 2/6 1/8
To-day's opening rate 2/5 1/8

SALE OF CAMPHOR.

PURCHASERS' DEFAULT.

ACTION AGAINST GUARANTOR.

Before the Acting Chief Justice,
Mr. H. H. J. Gompertz in the
Supreme Court this morning, Leung
Hobart was sued as the guarantor of
the sale of goods by the Yuen On
Hong, merchants of 174 Des Voeux
Road Central. The defendant carries
on business as a merchant at No. 8
Des Voeux Road Central. The claim
was for \$9,140.20, the difference be-
tween the sale by auction of 50 piculs
of Fukien camphor.

Mr. F. C. Jenkin, instructed by
Mr. M. M. Watson, appeared for the
plaintiff firm. The defendant did not
appear and was not represented.

Mr. Jenkin explained that on Dec.
23, 1919, the plaintiff firm sold to a
firm called the National Trading Com-
pany 50 piculs of Fukien camphor at
\$335 per picul, delivery to be taken
in one week. The contract was guar-
anteed by the defendant. The goods
duly arrived but the purchasers failed
to take delivery. On March 20 the
guarantor called on the plaintiff firm
and requested them to extend the time
for taking delivery and promised to
pay \$3,000 on account, on March 23.
This was confirmed in writing by the
guarantor but payment was not made
as promised. At a later date he paid
\$2,500. Further extensions of the
time of taking delivery were granted
but the purchasers still defaulted
and the goods were sold by auction
by Messrs. Hughes and Hough, the
net loss being the amount claimed in
the action. After the sale the plain-
tiff firm's solicitors applied to the
guarantor for payment without getting
any response. The National Trading
Company was closed up. There had
been no statement of defence, not-
withstanding a peremptory order by
the Court in September last.

After hearing evidence by the man-
aging partner of the plaintiff firm,
His Honour gave judgment for the
plaintiffs.

CHICKEN'S CACKLE CON- VICTS COOLIE.

AMUSING COURT INCIDENT.

Before Magistrate Lindsell this
morning, a Chinese was charged with
the larceny of two chickens from the
S.S. "Taion."

Mr. H. C. Lee, who appeared for
the prosecution, said that he appear-
ed to press the charge because thefts
of this nature from ships were becom-
ing very numerous lately.

The defendant said that the chick-
ens were given to him as a present
by a man working on the ship.

Asked who the man was, the de-
fendant did not know his name. He
had not met him until yesterday.

The Magistrate: Do you expect me
to believe that a total stranger would
give you two chickens as a present?

One of the chickens in Court
cackled just then.

The Magistrate: There, one of the
chickens is protesting against your
lie!—(laughter).

The defendant who was much im-
pressed was dumbfounded.

The Magistrate: Four weeks' hard
labour.

Inspector Moore applied for stocks
and the Magistrate ordered the de-
fendant to do four hours' stocks on the
wharf in lieu of the first day.

ICE-BOX ROMEO.

STRANGE CHICAGO CASE.

PROFESSOR'S DIVORCE COURT
ACCUSATION.

An ice-box romance figures in a
curious counter-divorce suit brought
in the Chicago courts by Professor
Cyrus E. Palmer, of the University
of Illinois, against his wife, Sylvia,
who some months ago began divorce
proceedings against him, alleging
cruelty.

The professor designates the co-
respondent, a butcher, as "a Romeo
of the ice-box," and alleges that his
wife used to visit the man's shop in
the late afternoon.

As soon as the day's business was
over, according to the professor, the
butcher would lock up the shop, draw
the blinds, and repair with his com-
panion to a disguised ice-box, which
he had fitted up as a miniature
drawing-room, with tables, rugs, and
chairs. In this ice-box the couple,
it is alleged, would regularly have sup-
per. The professor denies the wife's
allegations of cruelty.

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Summer Pyjamas Special.

18 dozen in Wht. White & Color
stripe & Asstd. Self Colors
3 suits for \$17.50
24 dozen Plain White Cotton
3 suits for \$11.75

FOR THREE DAYS ONLY.

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Men's Wear Specialists.

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DUTCH HAVANA CIGARS

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Fraser & Chalmers Engineering Works, Ltd., Perth.

(Steam Turbo Sets, Conveying and Mining Plants.)

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(Cables, Wires, Flexible, Insulating Materials, Tapes.)

Chamberlain & Hookham, Ltd., Birmingham.

(Electric Fans, Small Power Motors, Carbon Brushes.)

Salford Electrical Co., Ltd., Manchester.

(Electric Instruments of All Descriptions.)

Field-Gunter Telephone Works, Ltd., Coventry.

(Complete Telephone Installations, Switch Board, Telephone ex.

Changeover Magneto & Ignition, Co., Ltd., Coventry.

(Magneto for Cars and Aeroplanes.)

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(Electric Fans and Cargo Lifts.)

Prosser Fan and Carbon Works, Birmingham.

(Electric Fans, Small Power Motors, Carbon Brushes.)

Art Metal and Steel Conduit Works, Birmingham.

(Lighting Fixtures, Steel Conduit and Accessories.)

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AND ELECTRICAL MACHINERY.

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TAILORS
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TEL. 2843.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 638. Tel. 638.

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BY EXPERTS

WITH

PROMPT SERVICE

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UNIVERSAL PROVIDERS

Phone 196 Phone 196

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AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction,

on

MONDAY, April 11, 1921,

commencing at 11 a.m.

at Holt's Wharf, Kowloon

(on account of the deceased),

1278 bundles C. A. Black Sheets

6' x 3' x three

6' x 3' x four

6' x 3' x five

6' x 3' x six

On view now.

Terms—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, April 7, 1921.

FOR SALE

ONE HORNSBY-ACKROYD OIL
ENGINE—31 Horse Power, Fuel
Kerosene. Complete with cooking apparatus
in good condition. May be viewed by
appointment at Gun Club Hill Barracks,
Kowloon. Apply to the undersigned.

LAMMERT BROS.

FOR SALE

MILNER'S SAFES

Apply to

LAMMERT BROS.,

Doddell Street.

GLOVER'S
DOG REMEDIES

Famous the World Over

Book on "Dog Diseases, their
Cause and How to Feed."

Mailed free to any address

H. C. Glover, Co., Inc.

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New York, U. S. A.

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No. 36A, Queen's Road, C.

Sitting hours from 9 a.m. to 9 p.m.

Passport photos finished

in one hour.

FARES FOR PUBLIC
VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour..... 10 cents

Half hour..... 20 "

One hour..... 35 "

Three hours..... 75 "

Six hours..... 1.50 "

Day (8 a.m. to 6 p.m.)..... 3.00 "

If the trip is extended beyond Victoria,

half fare extra.

Between the hours of 8.30 p.m. and 9

a.m. the above fares shall be increased

by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour..... 0.50 cents

Three hours..... 1.50 "

Six hours..... 3.00 "

Day (8 a.m. to 6 p.m.)..... 6.00 "

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour..... \$0.15 \$0.20

Half hour..... 0.30 0.40

One hour..... 0.50 0.60

Two hours..... 0.90 1.00

Three hours..... 1.20 1.40

Six hours..... 2.00 2.40

Day (8 a.m. to 6 p.m.)..... 3.50 4.00

RICKSHAS.

I.—In the Island of Hongkong, engaged

in Victoria.

Ten minutes..... 5 cents

Quarter hour..... 10 "

Half hour..... 15 "

One hour..... 25 "

Every subsequent hour..... 20 "

Note.—If the ricksha be engaged

within the City of Victoria, and be dis-

charged outside the Western part of the

City of Victoria after 9 p.m., or be dis-

charged to the East of Bay View Police

Station on the Eastern side of the City

of Victoria after 9 p.m., an extra half

fare shall be chargeable.

II.—In Kowloon.

Quarter hour..... 5 cents

Half hour..... 10 "

Hour..... 20 "

Every subsequent hour..... 10 "

III.—To Po Road.

Twenty cents shall be added

for each extra hour or part

of an hour if the hire causes

the journey to take longer

than

To 4th mile—

single..... 75 cents..... 1 hour.

return..... 1.00..... 2 hours.

Beyond 4th to 6th mile—

single..... 1.50..... 2 hours.

return..... 2.00..... 4 hours.

Beyond 6th to 8th mile—

single..... 2.00..... 3 hours.

return..... 2.50..... 6 hours.

Beyond 8th to 11th mile—

single..... 2.50..... 4 hours.

return..... 3.00..... 8 hours.

Beyond 11th to 14th mile—

single..... 3.00..... 5 hours.

return..... 3.50..... 10 hours.

Beyond 14th to 17th mile—

single..... 3.50..... 6 hours.

return..... 4.00..... 12 hours.

Beyond 17th to 20th mile—

single..... 4.00..... 7 hours.

return..... 4.50..... 14 hours.

Beyond 20th to 23rd mile—

single..... 4.50..... 8 hours.

return..... 5.00..... 16 hours.

Beyond 23rd to 26th mile—

single..... 5.00..... 9 hours.

return..... 5.50..... 18 hours.

Beyond 26th to 29th mile—

single..... 5.50..... 10 hours.

return..... 6.00..... 20 hours.

Beyond 29th to 32nd mile—

single..... 6.00..... 11 hours.

return..... 6.50..... 22 hours.

Beyond 32nd to 35th mile—

single..... 6.50..... 12 hours.

return..... 7.00..... 24 hours.

Beyond 35th to 38th mile—

single..... 7.00..... 13 hours.

return..... 7.50..... 26 hours.

Beyond 38th to 41st mile—

single..... 7.50..... 14 hours.

return..... 8.00..... 28 hours.

Beyond 41st to 44th mile—

single..... 8.00..... 15 hours.

return..... 8.50..... 30 hours.

Beyond 44th to 47th mile—

single..... 8.50..... 16 hours.

return..... 9.00..... 32 hours.

Beyond 47th to 50th mile—

single..... 9.00..... 17 hours.

return..... 9.50..... 34 hours.

Beyond 50th to 53rd mile—

single..... 9.50..... 18 hours.

return..... 10.00..... 36 hours.

Beyond 53rd to 56th mile—

single..... 10.00..... 19 hours.

return..... 10.50..... 38 hours.

Beyond 56th to 59th mile—

single..... 10.50..... 20 hours.

return..... 11.00..... 40 hours.

Beyond 59th to 62nd mile—

single..... 11.00..... 21 hours.

return..... 11.50..... 42 hours.

Beyond 62nd to 65th mile—

single..... 11.50..... 22 hours.

return..... 12.00..... 44 hours.

Beyond 65th to 68th mile—

single..... 12.00..... 23 hours.

return..... 12.50..... 46 hours.

Beyond 68th to 71st mile—

single..... 12.50..... 24 hours.

return..... 13.00..... 48 hours.

Beyond 71st to 74th mile—

single..... 13.00..... 25 hours.

return..... 13.50..... 50 hours.

Beyond 74th to 77th mile—

single..... 13.50..... 26 hours.

return..... 14.00..... 52 hours.

Beyond 77th to 80th mile—

single..... 14.00..... 27 hours.

return..... 14.50..... 54 hours.

Beyond 80th to 83rd mile—

single..... 14.50..... 28 hours.

return..... 15.00..... 56 hours.

Beyond 83rd to 86th mile—

single..... 15.00..... 29 hours.

return..... 15.50..... 58 hours.

Beyond 86th to 89th mile—

single..... 15.50..... 30 hours.

return..... 16.00..... 60 hours.

Beyond 89th to 92nd mile—

single..... 16.00..... 31 hours.

return..... 16.50..... 62 hours.

Beyond 92nd to 95th mile—

single..... 16.50..... 32 hours.

return..... 17.00..... 64 hours.

Beyond 95th to 98th mile—

single..... 17.00..... 33 hours.

return..... 17.50..... 66 hours.

Beyond 98th to 101st mile—

single..... 17.50..... 34 hours.

return..... 18.00..... 68 hours.

Beyond 101st to 104th mile—

single..... 18.00..... 35 hours.

return..... 18.50..... 70 hours.

Beyond 104th to 107th mile—

single..... 18.50..... 36 hours.

return..... 19.00..... 72 hours.

Beyond 107th to 110th mile—

single..... 19.00..... 37 hours.

return..... 19.50..... 74 hours.

Beyond 110th to 113th mile—

single..... 19.50..... 38 hours.

return..... 20.00..... 76 hours.

Beyond 113th to 116th mile—

single..... 20.00..... 39 hours.

return..... 20.50..... 78 hours.

Beyond 116th to 119th mile—

single..... 20.50..... 40 hours.

return..... 21.00..... 80 hours.

Beyond 119th to 122nd mile—

single..... 21.00..... 41 hours.

return..... 21.50..... 82 hours.

Beyond 122nd to 125th mile—

single..... 21.50..... 42 hours.

return..... 22.00..... 84 hours.

Beyond 125th to 128th mile—

single..... 22.00..... 43 hours.

return..... 22.50..... 86 hours.

Beyond 128th to 131th mile—

single..... 22.50..... 44 hours.

return..... 23.00..... 88 hours.

Beyond 131th to 134th mile—

single..... 23.00..... 45 hours.

return..... 23.50..... 90 hours.

Beyond 134th to 137th mile—

single..... 23.50..... 46 hours.

return..... 24.00..... 92 hours.

Beyond 137th to 140th mile—

single..... 24.00..... 47 hours.

return..... 24.50..... 94 hours.

Beyond 140th to 143th mile—

single..... 24.50..... 48 hours.

return..... 25.00..... 96 hours.

Beyond 143th to 146th mile—

single..... 25.00..... 49 hours.

return..... 25.50..... 98 hours.

Beyond 146th to 149th mile—

single..... 25.50..... 50 hours.

return..... 26.00..... 100 hours.

Beyond 149th to 152th mile—

single..... 26.00..... 51 hours.

return..... 26.50..... 102 hours.

Beyond 152th to 155th mile—

single..... 26.50..... 52 hours.

return..... 27.00..... 104 hours.

Beyond 155th to 158th mile—

single..... 27.00..... 53 hours.

return..... 27.50..... 106 hours.

Beyond 158th to 161th mile—

single..... 27.50..... 54 hours.

return..... 28.00..... 108 hours.

Beyond 161th to 164th mile—

single..... 28.00..... 55 hours.

return..... 28.50..... 110 hours.

Beyond 164th to 167th mile—

single..... 28.50..... 56 hours.

return..... 29.00..... 112 hours.

Beyond 167th to 170th mile—

single..... 29.00..... 57 hours.

return..... 29.50..... 114 hours.

Beyond 170th to 173th mile—

single..... 29.50..... 58 hours.

return..... 30.00..... 116 hours.

Beyond 173th to 176th mile—

single..... 30.00..... 59 hours.

return..... 30.50..... 118 hours.

Beyond 176th to 179th mile—

single..... 30.50..... 60 hours.

return..... 31.00..... 120 hours.

Beyond 179th to 182th mile—

single..... 31.00..... 61 hours.

return..... 31.50..... 122 hours.

Beyond 182th to 185th mile—

single..... 31.50..... 62 hours.

return..... 32.00..... 124 hours.

Beyond 185th to 188th mile—

single..... 32.00..... 63 hours.

return..... 32.50..... 126 hours.

Beyond 188th to 191th mile—

single..... 32.50..... 64 hours.

return..... 33.00..... 128 hours.

Beyond 191th to 194th mile—

single..... 33.00..... 65 hours.

return..... 33.50..... 130 hours.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Shares, Coal and General
Produce Brokers and
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PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Order used
Bentley's
A. 1. 4th & 5th Editions.
A. 1. Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH".

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

TUESDAY,
April 12, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWO BEDSTEADS, CARPETS, &c., &c., &c.

comprising—
Dining Suites, Mirror back Sideboard, Dining Table, Chairs, &c., Chesterfield sofas, Armchairs (new), Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboard, Dinner Wagon, Extension Dining Table and Chairs, &c., Dinner Service, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Screens, Sanitary blackwood Furniture, side Tables, Chairs, Cabinets, Mirrors, &c. Also
One Piano in good condition.
(Full Particulars from Catalogue).
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 6, 1921.

(For account of the concerned), on

TUESDAY,
April 12, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

AN ASSORTMENT OF Household Linens, &c.,

comprising—
Pillow Cases, Fine quality Blankets, White Satin Quilts, Bed Valances, Damask Table Cloths, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Linen Damask Serviettes, &c., &c., &c.

Also
A few lots of Bed Valances and Suit Cases.
And
Three Pairs Binoculars, &c., &c.
(Full Particulars from Catalogue).
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 6, 1921.

(For account of the concerned) at an early date

AT GLENILSA No. 9, THE PEARL.

THE Valuable Household Furniture, &c., &c., &c.,

therein contained.
Comprising—
Steel Safe, Hallstand, Dining room suite, upholstered sofa and armchairs, plate cutlery, Dinner service and glassware.
Bedroom Suites, wardrobes, mirrors, curtains, kitchen utensils, Pot Plants, &c., &c., &c.

And
Piano by Collard & Collard.
(Full particulars from catalogue)
On view day before sale.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 7, 1921.

FOR SALE

THE Undersigned have received instructions to sell at their Sales Rooms, No. 8 Des Vaux Road, Corner of Ice House Street,
One full size **BILLIARD TABLE** by Burroughs & Sons, with all accessories, (good as new).
Full particulars from the undersigned.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 16, 1921.

INTIMATIONS.

HONGKONG TRAMWAY COMPANY, LIMITED.
(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the Hongkong Tramway Company, Limited, will be held at the Office of Messrs. Jardine, Matheson & Company, Limited, Pedder Street, Hongkong, on WEDNESDAY, the 13th day of April, 1921, at 12 o'clock Noon, to transact the ordinary business of the Company.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, February 4, 1921.

ROYAL ARTILLERY ATHLETIC SPORTS.

THE ROYAL ARTILLERY are holding their Annual Regimental Sports on THURSDAY, April 14, 1921, at the United Services Recreation Club Ground, Kowloon, commencing at 2 p.m. Lieut. Colonel W. Loring, C.M.G., D.S.O., and Officers, Royal Artillery will be AT HOME and hope their friends will accept this as an invitation.
Hongkong, April 8, 1921.

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held in the Pavilion of the Club on THURSDAY the 14th of April, 1921, at 5.30 p.m., for the purpose of submitting the following resolutions:

- 1.—That the present Hongkong Cricket Club be wound up, and the committee be authorised to take all necessary steps for that purpose.
- 2.—That the committee be authorised to register a Company Limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the meeting.
- 3.—That the committee be authorised to assign and hand over to the new Company, when registered, all the assets of the Club.

Should the proposed resolutions be passed at this meeting a subsequent confirmatory meeting will be called.

Copies of the proposed Memorandum and Articles of Association may be seen by members at the Pavilion.
By Order of the Committee.

L. S. GREENHILL,
Hon. Secretary.
Hongkong, April 7, 1921.

NOTICE.

WE beg to notify that the CO-OPERATIVE NAME of this Firm is changed from "THE AULT & WILSON CO." to "THE AULT & WILSON CHINA CO."
Signed by J. B. HAWLEY,
Secretary.
Hongkong, April 8, 1921.

TO WHOM IT MAY CONCERN.

Re 5 cases Stocks and Dies.

UNLESS the above be cleared within ten days the Undersigned will sell by PUBLIC AUCTION on 18th April, 1921, at 11 a.m. the above to cover the storage.

HUGHES & HOUGH,

Auctioneers.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on

WEDNESDAY,
April 13, 1921, at 11 a.m., at the Godowns No. 208, Praya East.

76 cases (Mark A) Biscuits (Thin Lunch),

68 cases (Mark B) (Family),
On view after 2 p.m. Monday 11th and Tuesday 12th April.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

(For account of the concerned), on

THURSDAY,
April 14, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A quantity of Valuable Jewellery,

comprising—

Diamond and Pearl, Diamond and Sapphire, Diamond Cluster and Single Stone Rings, Bracelets, Scarf Pins, Pendants, Gold Neck Chains, Watch Chains, Gold, Jadestone and other Ornaments and various Gold Coins.

Including Half Sovereign Buttons and American \$10 piece.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 8, 1921.

WANT ADVERTISEMENTS.

25 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

TO LET.

TO LET—From 1st April, HOUSE in No. 10, Nathan Road and No. 4, Rose Terrace, Kowloon. Apply to TONG WAH BUILDING AGENT, No. 43, Queen's Road, East.

FOR SALE.

THE UNDERSIGNED HAS 1170 NO LIABILITY LTD., which he is willing to sell at the market quotations. For full particulars please apply to S. C. TEO, 81, Des Vaux Road Central.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

DEVASTATED AREAS.

PARIS, April 11th.
The French Press is unanimous in the approval of M. Briand's stern declaration regarding German reparations as reflecting the country's opinion exactly. Speaking before the Senate, M. Briand, to-day, gave the lie to the German allegations representing the French Government as purposely neglecting the war-stricken districts. He said that 80 per cent. of the devastated acreage was now again under cultivation; 50 per cent. of the factories were now working and the railway lines had almost been fully restored. By an overwhelming majority, the Senate asserted its full confidence in the Government.—Econ.

ARCTIC EXPEDITION.

LONDON, April 10th.
The schooner *Bonduin* was launched at East Booby. She is specially constructed to carry Donald Macmillan and three scientists on a two-year Arctic exploration expedition, which starts in July.

CUBAN BANK FAILURE.

NEW YORK, April 10th.
A message from Havana says that the Banco Nacional de Cuba has suspended payment.

GREEK CABINET.

ATHENS, April 10th.
M. Calogeropoulos has resigned the premiership, and M. Gounaris has formed the new Cabinet in which M. Baltazis is Foreign Minister, and M. Theodoris Minister for War.

CARPENTIER MATCH.

LONDON, April 10th.
Tex Rickard announces that the Dempsey-Carpentier match will be held in the State of New Jersey on July 2nd.

INTERNATIONAL FOOTBALL.

LONDON, April 9th.
In the international football match, at Glasgow, Scotland beat England, by 3 goals to 1.

At Swansea, Wales beat Ireland by 2 goals to 1.

LONDON, April 9th.

In a rugby football match in Paris, France defeated Ireland by 20 points to 10.

MISSING NAVAL BALLOON.

NEW YORK, April 10th.
A fishing boat has picked up the missing naval balloon but there was no trace of the occupants of the balloon.

OBITUARY.

LONDON, April 9th.
The death is announced of Archbishop Walsh of Dublin.

LIFEBEAT CAPSIZES.

AMSTERDAM, April 10th.
A message from Antwerp says that in response to distress signals by the German schooner *Juliana*, a lifeboat at Schiermonnikoog put to sea to render assistance, but capsized. Two of the crew were drowned.

AUSTRALIA AND JAPAN.

MELBOURNE, April 10th.
Speaking in the House of Representatives, Mr. Hughes said that Australia had no quarrel with America or Japan. Australia had her ideals and Japan had hers. For all practical purposes, Australia was eye to eye with the Western States of America. It was utterly wrong of the Japanese to think that, because Australia passed certain laws, they regarded the Japanese as inferiors. Australia's treatment of the Japanese compared favourably with the Japanese treatment of foreigners generally.

CHINESE STUDENTS.

LONDON, April 9th.
Mr. Wellington Koo, in a statement to the *Manchester Guardian*, referred optimistically to the outlook in China and expressed gratification at the increase of Chinese students in Great Britain and at the British desire to attract more.

TAKE CARE OF YOURSELF.

If you want a clear head and good digestion, you must not let your bowels become clogged with poisonous waste from the body. As is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all chemists and Storekeepers.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

NATIONAL CRISIS.

LONDON, April 9th.
In the Navy, Class "B" Fleet Reserve, and in the Army, Classes "B" and "D" have been called up.

The Air Ministry appeals for the services of demobilised flying officers.

NOT FOR STRIKE-BREAKING.

LONDON, April 9th.
Class "R" Army Reserve, consists of professional soldiers, and "Class "D" chiefly of discharged soldiers, who accepted Reserve Service obligations since July 1st last, with the payment of a shilling daily. Hence the war-torn volunteers and conscripts are not included. Altogether 62,000 men in the Army and 36,000 in the Navy are affected. In the proclamation the authorities at the War Office deprecate the suggestions that the troops will be used for strike-breaking.

A deputation of railwaymen and transport workers will call on the Premier this morning to explore the possibilities of the industrial situation.

LONDON, April 9th.

Disturbing reports of lawlessness have come from Northumberland and Durham, where 1st and 2nd Collieries, respectively, are idle. A number of incendiary fires have been started, including one in a large dismantled aerodrome on Town Moor, Newcastle, which was entirely destroyed. The watchman was found bound and gagged. He stated that he was attacked by masked men, who it is alleged, were armed with revolvers. Simultaneously 200 tons of hay for pit ponies, was burned at the Bedlington Colliery Company's farm, which was attacked. Forage was destroyed also at several other farms by fires.

Several attempts to wreck telegraph wires were made between North and South Shields. The telegraph poles were cut down. Some arrests have been made. The outrages are attributed to Sinn Feiners, who have not been slow to take advantage of the unsettled conditions.

Tragic consequences are threatened in Rhonda Valley following last night's withdrawal of safety forces from the Glamorgan collieries, at Llwysypia, where five thousand gallons were pumped out hourly. The managers of the Cambrian Combine Collieries declare that if the decision is not revoked all the pits in this area will be flooded by sunset.

LONDON, April 9th.

A deputation of railwaymen and transport workers waited on the Premier this morning, ostensibly to communicate the strike decision of the Triple Alliance, but it is generally regarded, really as an initial effort to secure an outlet from the deadlock. There is a strong feeling that the week-end must be utilised to avert a catastrophe.

Report from Glasgow, Edinburgh, Liverpool, Dudley and other railway centres show that railwaymen disapprove of the Executive's strike action. It is expected that at least 50 per cent. will remain at work.

The Government's promise of protection to volunteer gunmen has resulted in a good response to the callowers' appeal, and pumping in pits has increased throughout the country.

Scenes reminiscent of early war-time in recruiting have been witnessed at the enlistment centres since dawn.

LONDON, April 9th.
Representatives of railwaymen and transport workers have already had two prolonged conferences with the Premier and members of the Government to-day. A third meeting is probable.

Mr. Chambers, agent of the Midlothian-Haddington Miners Association, arrested at Dalkeith with two miners, and remanded, on a charge of rioting in collieries. Five miners were also remanded at Hamilton, Lanarkshire, on a similar charge.

At the conclusion of the meeting of the Triple Alliance it was officially stated that the miners and colliowers will confer again on Monday morning, also that the Miners' Federation will tonight issue notices to branches of the Federation urging all the members to abstain from all action which may interfere with measures necessary for the safety of the mines or which may necessitate the use of force by the Government.

LONDON, April 10th.
The Triple Alliance's dramatic announcement, which is hailed as more than a gleam of hope, came late at night, following a continuous series of conferences throughout the day. War-like preparations continued throughout the day. There was extensive recruiting and naval men were despatched to mining districts.

The Cabinet meeting, which was attended by Earl Beatty and Field-Marshal Wilson, was followed by comprehensive military preparations, including the appointment of Earl Avon as General Officer Commanding the London area, and distribution of troops in strategic centres.

The main feature of the new development is that while at present there is no substantial change in the position of the strikers, it has led to the removal of the initial obstacles which stood in the way of a more conciliatory atmosphere. There are also prospects held out of the cancellation of the railway and transport strike.

LONDON, April 10th.
There is a more hopeful situation due to a new proposal from Mr. Lloyd George to the railway and transport workers' delegates, yesterday, namely, that the Government would not insist on engineers returning to work, but the miners must agree not to interfere with volunteer pumpers.

The railway and transport workers leaders urged the miners to accept the proposal, and finally the Triple Alliance issued the official statement earlier on April 9th.

NEW YORK, April 9th.
The British coal crisis is the over-riding influence in the stock market. The condition is not merely panicky, but money is tighter. Exporters of coal are besieged with inquiries, and are preparing a heavy movement to all parts of the world.

TAUNTON BY-ELECTION.

LONDON, April 10th.
The Taunton by-election due to Colonel Boley's resignation resulted as follows:—
Sir A. Griffith Boscawen (Minister of Agriculture) 12,994
Mr. Lunn (Labour) 8,290

They only exist because of a lot of

Accomplishing "the impossible" in a cigarette!

It is years since smokers have heard of any NEW quality in a cigarette.

But here is a cigarette that does what smokers would never have believed a cigarette could do.

Here is a cigarette that satisfies—Chesterfields.

Chesterfields are different. Chesterfields let you know you're smoking and they SATISFY.

They are a blend of the finest selections of Turkish and American tobaccos. And the formula for this blend is the manufacturer's secret. Unlike a patent, it cannot be copied or even closely imitated.

Light a Chesterfield, and you will realize that they Satisfy.

Ligarette produced by

Chesterfield

CIGARETTES

—of Turkish and American tobaccos—blended

20 for 20 cts.

Moisture-proof package keeps them firm and fresh, whatever the weather.

THEY SATISFY!

SAVING POUNDS.

WHAT WOMEN CAN DO.

SIR P. SCOTT'S LECTURE TO SCHOOL-GIRLS.

Sir Percy Scott, the gunnery expert and champion of small warfare, is amazed at the colossal ignorance of housewives on questions affecting the home. He told the girls at a London high school how they can overcome this ignorance.

Armed with what he described as "a cardboard model of a gas meter, a smashed-up meter with no hands, a piece of cut-out wire, an electric cell, two electric bulbs, an electric bell, a poker, and a bit of wire," Sir Percy explained in simple language how the girls could manipulate these things.

"I think education in our schools, both for boys and girls, is perfectly shocking," said the admiral. "We teach boys Greek, but not the common-sense things of ordinary life, while girls can read poetry but not gas meters."

He asked the girls if they could read a gas or electric light meter; if any of them could recharge an electric cell or replace a cut-out wire, if they knew what a drain trap was, what they would do if the hot-water radiator became cold; if they could pass any ordinary tests in weights and measures; and how much they knew about elementary carpentry—the difference between a screw-driver and a cork-screw. Such knowledge meant the saving of money, he said.

An unaccountable housewife employs an electrician to put in a new piece of wire, costing 1d., when the electric light fails. The wire can be replaced easily by just unscrewing the terminals in the cut-out box and a guinea would be saved.

BARNACLED OLD FOOLS.
"How many know what a drain trap is?" asked Sir Percy, with a puzzled look at the pretty faces of his audience. "There is a drain trap under the basin where you wash your hands. It is the S-like bend in the pipe which prevents smells from coming back from the drain."

"I have been asked if I can invent any easier way of learning the English weights and measures. I can't. There is no way except by learning them like a parrot, and then you forget them before you have left school. They only exist because of a lot of

HOW TO MAKE YOUR CLOTHES LOOK NEW! SEND THEM TO US TO BE

DRY CLEANED.

ALFRED HADY & Co.
DISS BROS agents

Indian Vegetable Seeds in Collections.
As the utmost care and attention exercised by us in growing Tropical Vegetables to obtain pure, plump and fertile seeds of highest perfection and to collect them in all seasons thoroughly testing their germinating power before supplying from our large well equipped stores have placed us foremost in rank to send out seeds in large quantities throughout the Agricultural World, we can boast ourselves to announce to our new customers only that they might kindly see how much the above said words are true. The following special collections are all liberally filled in, and packed in hermetically sealed boxes for export.

| | |
|---|---------|
| Collection "A" for a Family Garden | Rs. 6. |
| "B" "a Villa " " | Rs. 10. |
| "C" "a Suburban " " | Rs. 30. |
| "D" "a Large Garden (Two Garden Estates etc.) | Rs. 60. |

We supply all sorts of Economical, Industrial and Commercial Seeds.
Apply to The Secretary,
"SEEDS" 7, Calcutta.
Box 429 G. P. O. CALCUTTA.

S.E. MAIZE LARGEST COB, Sweetest white, acclimatized seeds, full germination 1-5 per cent. Hedge Seeds—Caulis—turnips, fresh and tested seeds, fast looking cherry looking leaf, quick growing, perfect impervious to frost, 2-4 per cent. Bombay Giant Papaya seeds, fruits unsurpassed by any variety in size, solidity, taste and flavour 1-4 per cent.

barnacled, fossilised old fools. You can learn the French system in 10 minutes and never forget it."

Sir Percy caused amusement by relating how he once saw an electric magnet (attached to a crane for lifting metal rails from a truck) become charged with so strong a current as to lift the truck as well.

Sir Percy has written a new hat for the best essay, written by the girls describing his lecture.

THE FRUIT SEASON.

POWELL's complaint is sure to be prevalent during the fruit season. Be sure to keep a bottle of Chamberlain's Colic and Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Storekeepers.

TAIYO & CO.
GALAXIES
BOOTS AND SHOES
MADE TO ORDER.
No. 14, Wyndham Street.

MASSAGE.

Mr. HONDA and Mrs. HONDA
14 years experience.
No. 24, Wyndham Street.
(Opposite to the China Mail.)



WATSON'S

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THE PREMIER SCOTCH.

DISTINCTIVE IN
FLAVOUR, WELL MATURED,
MELLOW.A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
Telephone No. 618.Wm. **Powell** Ltd.
TELEPHONE 346NEW DELIVERIES OF
MUSLIN AND VOILE
BLOUSES AND JUMPERS.CHILDREN'S STRAW
AND
FANCY HATS.WE NOW HAVE OUR FULL RANGE OF VOILES
AND ZEPHYRS, IN A WELL SELECTED
VARIETY OF COLORS AND DESIGNS.We Specialize in
Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.
60, Des Voeux Road, CENTRAL.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, MONDAY, APRIL 11, 1921.

IF WISHES WERE PURSES.

The report of the Tourist Sub-Committee (curious title!) of the Economic Resources Commission is fair game for the fun-poking propensities of writers like our "Adversarius"; but really, it is nothing more than an epitome of the talk of the town for years past. These are the typical opinions of the Man in the Street. These recommendations square with what he said ought to be done. Whether, in view of the big deficit, and the new taxation, the Man in the Street would be disposed to reconsider his position, moderate his counsel, and abate his demands, is a question to which we think we could supply an answer shrewdly near the truth. He wants better theatres and picture houses, and thinks they ought to be provided, but he hasn't bothered about the matter of who ought to do the needful, nor about his own necessary support of the same. He thinks a municipal band would be a good thing. Bless his heart, so it would; but has he any idea what it costs to run a decent band? He has not so much as gone into figures. Our streets "should be more attractively lighted at night." Every member of the Monkey Parade would applaud that, but again there is the question of cost. These are days for economy. When the Hongkong Government speaks of "savings," it merely means work not done; we need real economy. Refreshment places at Castle Peak and Big Wave Bay? True, very convenient for those who go there, or who would go there, but who is to take the financial risk? Native gardens, etc. Here the sub-committee sur-

trouble, whereupon he recognizes their existence with a start of pleased (and unfeigned) surprise. He is, from our point of view, rather a trying sort of friend, and now that he is bewailing the taxes, we would (if we hadn't to bewail them on our own account) be tempted to say to him that it serves him right.

LOCAL AND GENERAL.

Members are reminded that the annual general meeting of the Kowloon Bowling Green Club, will be held in the Clubhouse this evening at 5.45 o'clock.

Lieut.-Commander Hurton, R.N., late British Naval Attaché at Peking, died there on April 2 following a long illness which finally developed into galloping consumption.

The total output of the Kailan Mining Administration's mines for the week ending March 26, 1921, amounted to 94,839 tons and the sales during the period, to 75,767 tons.

On Friday two Chinese died from smallpox, one from diphtheria, and one from cerebro-spinal fever. A non-fatal case of enteric fever and another of paratyphoid fever, both Chinese, were also reported.

The native press announce that over 5,000 silk scrolls inscribed with flowery words were received by Chang Tso-lin on his birthday, and that some 500 golden statues were also presented to him by various richmen. It is estimated that the money spent in the theatres during the festivities amounted to a sum of \$250,000.

At the meeting of the Sanitary Board to be held to-morrow afternoon, Dr. W. V. M. Koch, pursuant to notice, will ask: (i.) Is there a periodical recrudescence of mosquitoes in the residential areas of the Colony? (ii.) If so, what are the apparent causes of such recrudescence? (iii.) What are the remedies which have been, and should be put into force?

On Saturday a Chinese girl was removed to the Kwong Wah hospital suffering from the effects of an immersion in the harbour. The girl, who was a passenger from Hongkong to Yau-nan on the ferry launch "Foon-wan," was alleged to have jumped overboard as the launch was coming alongside the wharf. She was promptly rescued by one of the sailors who jumped in after her. The girl gives no reason for attempting to take her own life.

The Chinese steamer "Hsintien" which was lost off the Lammoons on Friday was a comparatively new boat. A four-masted auxiliary schooner, she was built in a Northern port during the war. She was on her way from Saigon to Swatow to be sold when disaster overtook her. H.M.S. "Cairo," which left Hongkong for the North with H.E. the Governor on board, was ordered to proceed to the scene of the wreck but arrived after the work of rescue had been effected by the "Montague."

A Chinese charged before Magistrate Lindsell this morning with the unlawful possession on the Hsintien wharf yesterday, of 2,050 cigarettes on which duty had not been paid, said that a friend on board the s.s. "Tai-lee" asked him to do him the favour of taking the cigarettes ashore. He obliged not knowing that duty had not yet been paid on them. Revenue Officer Ward said that the duty payable on the cigarettes was \$7.44. The Magistrate imposed a fine of \$75 or 4 weeks' hard labour, and ordered the confiscation of the cigarettes.

A dinner was given at the Kam Ling Hotel on Saturday night by a number of well-known contractors, proprietors of shipping concerns and other business men in honour of Mr. M. Sayer, Senior Boarding Officer of the Harbour Department, who is shortly retiring. The following were the hosts: Messrs. Chee Yee-fung, Chan Chou, Francisco Tse Yee, George Grimbles, F. Gomes, Lee Moan Kow, Lo Shun Wan, Louis Quong, Mr. Raleek, H. Seih, Sum Pak Ming, H. Sing, Simon Tse Yan, U. S. Wing, Yung Sing Kiu, Li Koon Cheun and Messrs. Wing Mow Sang & Co.

The death has occurred in Shanghai of Mr. Alfred Derby, for many years a resident of China. He came to the East in 1902, joining the American Trading Co., in which service he remained until 1908. He then joined Messrs. Arnold, Karberg & Co., with whom he remained for four years. In 1910 he transferred his services to Messrs. Jardine, Matheson and Co., and was employed by this firm until 1919. During these years he held important appointments in places other than Shanghai, having been stationed in Tsingtao and Canton. He went home on leave in 1919, returning at the beginning of the present year for Messrs. Robert Roxburgh (China), Ltd. His death at the early age of 48 is regretted by a large circle of friends and business acquaintances, for not only was he personally very popular, but he was acknowledged as an authority on Chinese produce.

SPORT.

LEAGUE CRICKET.

C.S.C.C. SEASON'S CHAMPIONS.

The Hongkong Cricket League was brought to a close on Saturday, when Civil Service C.C., the winners of the league, played a game against an XI chosen from the other clubs in the league prior to the presentation of the Shield by Mrs. Claud Severn.

A very close game was played, resulting in the Champions winning by the narrow margin of one run. The Rest batted first and immediately proceeded to pile up runs in a very convincing manner. With four double figures, Le. Stapleton 47, Spinks 34, Franks 56 and Pearce 47, and two fives and a nine, 204 was soon telegraphed on the score board. At this figure the side declared for the loss of five wickets, a very creditable performance.

The Civil Service had a very difficult task before them, and with Mitchell going out for one, things did not look promising for them. Then Sayer made a stand and scored 111 (not out). He was unable to keep a partner long however, and consequently the scoring was rather slow. Fincher (22), Bryan (29) and Piercy (16) gave him very material help, and with two eights, a one and nine contributed by Mr. "Extras," 205 was reached for the loss of only six wickets.

The scores were:—
THE REST.
C. I. Stapleton, c Edmonds, b Bird 47
Capt. Spinks, st. Strange, b Bird 34
A. H. Rumsdell, c Sayer, b Bird 5
J. Stalker, b Bird 9
L. B. Franks, not out 56
Capt. Oliver, not out 5
T. E. Pearce, c Sayer, b Bird 47
Extras 1
Total (for 5 wickets, dec.) 204

L. E. Lammert, R. Nazarin, U. Omar and H. H. Taylor did not bat.
Bowling Analysis.
O. M. R. W.
Bird 13 2 55 5
King 11 0 57 0
Edmonds 10 3 41 0
Taylor 4 0 40 0

CIVIL SERVICE.
R. C. Mitchell, b Omar 111
G. R. Sayer, not out 1
E. C. Fincher, b Stalker 22
H. F. Bevan, b Omar 29
G. H. Piercy, b Spinks 16
F. J. Ling, c Rumsdell, b Spinks 8
R. E. Strange, run out 1
W. Chipchase, not out 8
Extras 9
Total (for 6 wickets) 205

W. H. Edmonds, C. Sara, and R. E. O. Bird did not bat.
Bowling Analysis.
O. M. R. W.
Omar 14 1 47 2
Spinks 11 0 58 2
Lammert 8 0 28 0
Stalker 6 0 47 1
Taylor 2 0 16 0

After the match, Mr. H. H. Taylor, Hon. Secretary of the League, thanked His Excellency, Dr. Claud Severn and Mrs. Severn and the other visitors for their kind attendance, and in asking Mrs. Severn to present the shield, said he believed he was correct in saying that this was the first time the Civil Service Club had won the shield, although they had been runner-up for many seasons.

His Excellency said that before he spoke of the object of the gathering he wanted to thank the Civil Service Cricket Club for the great honour they had done him in electing him President, in succession to such a distinguished President as Mr. Chatham. He would try to do everything in his power for the Club. The Club was approaching a time when it would have to consider the subject of more ground (laughter)—other matters for the benefit of the Club were ripening therefore, he felt that in electing him President they had put him in a very responsible position. Coincidentally with his first year as President he had to congratulate the first eleven very heartily on having won the League (Applause). He did not know whether Mr. Taylor was correct in saying that this was the first time the Club had won—the (Dr. Severn) had had no opportunity of looking up the annals of the League—but he was delighted that under the captaincy of Mr. Sayer the team had won so great a distinction.

Mr. Sayer had been a splendid captain—in fact, when he (the speaker) returned from leave, and saw the smart fielding and general ability of the team, he felt he had been extremely remiss in past years. He could not think that Mr. Sayer could have enjoyed anything more than finishing up in that last friendly game against the Rest of the League by making a century. The medals for the team had not arrived, but would be given to them later. In the meanwhile, he was sure Mrs. Severn, on her first visit to the Club, would have the greatest pleasure in placing the shield in charge of Mr. Sayer, Captain of the Club—and he hoped it would not leave the Club next year. (Applause).

Mrs. Severn presented the shield, and cheers were given for the Civil Service team, and its Captain. Responding, Mr. Sayer thanked His Excellency and Mrs. Severn. It had been a pleasure (he said) to captain the team, the members of which had been extremely keen. He

thanked Mr. Edmonds for his good work as Secretary, and Mr. W. Fincher, as Scorer. He also thanked His Excellency for his support of the Club and of cricket in the Colony.

Cheers were given for His Excellency and Mrs. Severn. Mrs. Severn was the recipient of a beautiful bouquet in a silver vase tied with the Club's colours.

FRIENDLY MATCH.

H.K.C.C. v. C.C.C.

This friendly match was played on the Craigengower ground on Saturday. A close game was witnessed, with the home team winning by the narrow margin of seven runs. Mr. "Extras" was responsible for no fewer than 26 runs. The chief contributors to the total of 161 (declared) were: Bradbury 20, Lawrence 13, Thompson 40, Ismail 14, and Tachell 24. The Club batted steadily. With the first three men scoring 119 between them—Webster 43, Davies 62 and Mitchell 14—they looked like reaching their opponents' total, when a not set in with the next two men who contributed only six runs between them. Sawyer successfully stopped the rot and contributed a useful 20, but the batsman following him got out cheaply for 1. Dorkins followed and early showed signs of making a long stand, but time intervened with the side's total at 154 for the loss of five wickets.

The scores were:—
CRAIGENGOWER.
B. W. Bradbury, b Sawyer 20
F. Lawrence, c Sewell b Sawyer 13
F. Thompson, lbw. Webster 40
S. H. Ismail, c and b Mitchell 14
C. Tachell, b Sawyer 24
J. Bryant, c Sawyer b Webster 6
D. Rumsdell, b Sawyer 4
H. C. Edridge, did not bat 1
S. D. Ismail, did not bat 1
D. Ketchell, not out 0
D. K. Kharas, did not bat 0
Extras 26
Total (7 wickets, dec.) 151

Bowling Analysis.
O. M. R. W.
Webster 15 2 58 2
Sawyer 13 2 45 4
Mitchell 4 1 11 1
Dorkins 3 12 12 1

H.K.C.C.
R. E. A. Webster, b Bryant 43
L. J. Davies, c and b Ismail 62
E. J. R. Mitchell, c Rumsdell b Bryant 14
C. C. Dance, lbw. Bryant 1
G. W. Sewell, b Bryant 5
H. A. Sawyer, c Rumsdell b Bryant 20
C. T. Brockbank, c and b Ismail 1
G. M. Dorkins, not out 4
Extras 4
Total (5 wickets) 154

Bowling Analysis.
O. M. R. W.
Bryant 14 1 63 4
Ismail 10 1 56 2
Bradbury 3 1 14 0
Lawrence 2 0 17 0

THE V.E.C.

19TH ATHLETIC MEETING.

The 19th Athletic Meeting of the Victoria Recreation Club will be held on Saturday, April 30, on the Hongkong Football Club ground, commencing at 1 p.m., sharp.

The following events are open to all Clubs in the Colony:—Long Jump, 120 yards Handicap, High Jump, 220 yards Handicap, 2 miles Bicycle Race (Handicap), 100 yards Challenge Race, 3 miles Bicycle Race (Handicap), Half mile Handicap, Tug-of-War (Eight a side), 440 yards Challenge Race, 120 yards Hurdles, one mile Handicap, 100 yards Sack Race, one mile Bicycle Race (Scratch), 400 yards Relay Race (teams of eight), Obstacle Race, Throwing the Cricket Ball and Putting the Shot.

The following events are open to schools:—100 yards Boys' Race (age 6-10) Handicap, 440 yards Boys' Race (age 10-15) Handicap, 100 yards Girls' Race (age 6-10) Handicap, and 100 yards Girl Race (10-15) Handicap. The following events are confined to members of the Club:—220 and 440 yards Handicap. The entrance fee for each event is \$1. For the Tug-of-War and Relay Race, the fee is \$8 for each event. Entries close on Monday, April 25 and 6 p.m. Printed entry forms can be had on application to Mr. R. C. Mitchell, Hon. Secretary.

LAWN TENNIS.

K.C.C.C. TOURNAMENTS.

No matches in the above tournaments were played on Saturday. To-day, the following games are down for decision:—
Open Championship Singles.—L. Forster v. M. K. Lo.
Open Championship Doubles.—Wong Po-kyung and V. Yvanovich v. J. B. Penman and A. D. Humphreys; Capt. Leslie Smith and J. S. Jennings v. Major H. M. Edwards and R. Townsend.
Men's Handicap Doubles.—Lt. Col. Bowen and Major C. Willron v. E. Abraham and J. Stalker.
(Continued on Page 10.)

THE QUEST OF MOHAMMED'S SACRED SLIPPER SERIES.

II.—THE FIGHT FOR THE SAFE.

BY SAKE ROHMER.

(Continued from Saturday.)

(COPYRIGHT, 1916.)

Prof. Deeping, famous Orientalist, stole Mohammed's slipper and took it to England, thereby bringing down on himself and all others who had anything to do with it the wrath of the Hashimites, a Moslem sect that guarded the relics of the Prophet. Deeping was mysteriously killed, and the key to the safe containing the slipper was left in the custody of Cavanaugh. Read his story of the meeting with Hassan of Aleppo, his second encounter with the girl of the violet eyes, and his harrowing experience in the moonlight in the room where Deeping was killed.

She turned away and crossed in the direction of the staircase. A sunbeam sought out a lock of hair that strayed across her brow, and kissed it to a sudden glow like that which lurks in the heart of a blush rose. In three strides I was beside her again. Curious glances were set upon me, and I saw a servant evidently contemplating approach; but I ignored all save my own fixed purpose.

"You must listen to what I have to say," I whispered. "If you decline, I shall have no alternative but to call in the detective who holds a warrant for your arrest!"

"You have already made me the object of much undesirable attention," she replied scornfully. "You are talking nonsense, as you must be aware—unless you are insane. But if your object be to force your acquaintance upon me, your methods are novel, and, under the circumstances, effective. Come, sir, you may talk to me for three minutes!"

Her sudden change of front was bewildering. She entered the lift and I followed her. As we ascended, side by side, I found it impossible to believe that this dainty white figure was that of an associate of the Hashimites, that of a creature of the terrible Hassan of Aleppo. Yet that she was the same girl who, a few days after my return from the East, had shown herself conversant with the plans of the murderous fanatics was beyond doubt. Her accent on that occasion clearly had been assumed; with what object I could not imagine. Then, as we quitted the lift, and entered a cozy lounge, my companion seated herself upon a Chesterfield, signing to me to sit beside her.

"Now, sir," she said softly, "explain yourself!"

"Then you persist in pretending that we have not met before?"

"There is no occasion for pretence," she replied lightly; and I found myself comparing her voice with her figure, her figure with her face, and vainly endeavouring to compute her age.

"This fencing is useless," I said. "It is quite useless! Come, I know London, and I know Paris, Vienna, Petersburg, Budapest. Therefore I know mankind! You thought I was pretty, I suppose? I may be; others have thought so. And you thought you would like to make my acquaintance without troubling about the usual formalities? You adopted a singularly brutal method of achieving your object, but I love such insolence in a man. Therefore I forgive you. What have you to say to me?"

I perceived that I had to deal with a bold, adventurous, with a consummate actress, who, finding herself in a dangerous situation, had adopted this daring line of defence, and now by her personal charm sought to lure me from my purpose.

"Unfortunately," I said, with slow emphasis, "you are protected by my promise, made on the occasion of our previous meeting. But murder has been done, so that honour scarcely demands that I respect my promise further."

She raised her eyebrows slightly. "Surely that depends upon the quality of the honour," she said. "I believe you to be a member of a murderous organization and unless you can convince me that I am wrong I shall act accordingly."

"Please do not be so cruel," she whispered, "as to drag me into a matter with which, truly, I have no concern. Believe me, you are utterly mistaken. Wait one moment and I will prove it."

She rose, and before I could make a move to detain her, quitted the room. But the door scarcely had closed before I was alone. The corridor beyond was empty. I ran on. The lift had just descended. A dark man whom I recognized as the closed detective, stood near the closed gate. "Quick!" I said. "I am Cavanaugh of the Report!" Did you see a lady enter the lift?

"I did, Mr. Cavanaugh," he answered. "Is she staying here?"

"She is not. I have never seen her before!"

The girl with the violet eyes had escaped with all her secrets with her!

"You see," said Bristol, "the Hashimites must know that the safe won't remain here, unopened, much longer. They will probably make another attempt to-night."

"It seems likely," I replied; and was silent.

Outside the open window whispered the shrubbery, as a soft breeze stole through the bushes. Beyond the moon made play in the elm avenue. From the old chapel, hard by, the sweet-toned bell proclaimed midnight. Our vigil was begun. In this room it was that Prof. Deeping had met death at the hands of the murderous Easterns; here it was that Marden and West had mysteriously been struck down the night before.

To-night was every whit as hot, and Bristol and I had the windows wide open. My companion was seated where the detective, Marden, had sat in a chair near the westerly window, and I lay back in the armchair that had been occupied by West. The room was on the ground floor, and had windows on the west and on the south. Those on the west (French windows) opened on a loggia; those on the south opened right into the dense tangle of neglected shrubbery. The place possessed an oppressive atmosphere of loneliness, for which, in some measure, its history may have been responsible.

"Bristol," I said, suddenly, "it was some one who came through the open window."

"No," he replied, "come through the windows. West saw absolutely nothing. If any one comes that way to-night, we have him!"

Powerful man traps were set in such a way that any one or anything, ignorant of their positions, coming up to windows must "unavoidably be snared." These had been placed in positions with much secrecy, after dusk. And the man on duty at the gate stood with his back to the wall. No one could approach him except from the front.

The heavy chapel bell sounding the half-hour, Bristol rose, with a sigh that might have been one of relief, and went out to take the report of the man on duty at the gate. As his footsteps died away along the elm avenue, the thought came to me that all about me in the darkness menace lurked; and I felt myself succumbing to the greatest dread experienced by man—the dread of the unknown.

Then sounded footsteps along the avenue, and my fear whispered that they were not those of Bristol, but of one who had murdered him, and who now came, guiltily, to murder me!

I snatched the revolver from my pocket and crossed the darkened room, just to the right of one of the French windows I stood looking out across the loggia to the end of the avenue. The night was a bright one, and the room was flooded with a reflected mystic light, but outside the moon peered between the trees I saw a figure approaching. (To be continued.)

GORGEOUS FROCKS.

PARIS DICTATES.

PLEASE-YOURSELF FASHIONS STILL THE VOUE.

"Fashions are still, oh the pleasure-principle," said an Abenarian, street modiste just back from Paris. "There are such opposites as the slim silhouette and the crinoline effect from which to choose."

"Materials are gorgeous; all of them soft and supple. Very little taffeta is used. Dinner and evening gowns are certainly longer, but dance frocks remain comfortibly short."

"Scarcely a train is cut with the dress to which it belongs. Trains are usually the long ends of a sash and may come either at the side or the back."

The dress dictators in Paris are trying to bring back the long skirt. From being practically knee-high it is to hang to the ankle.

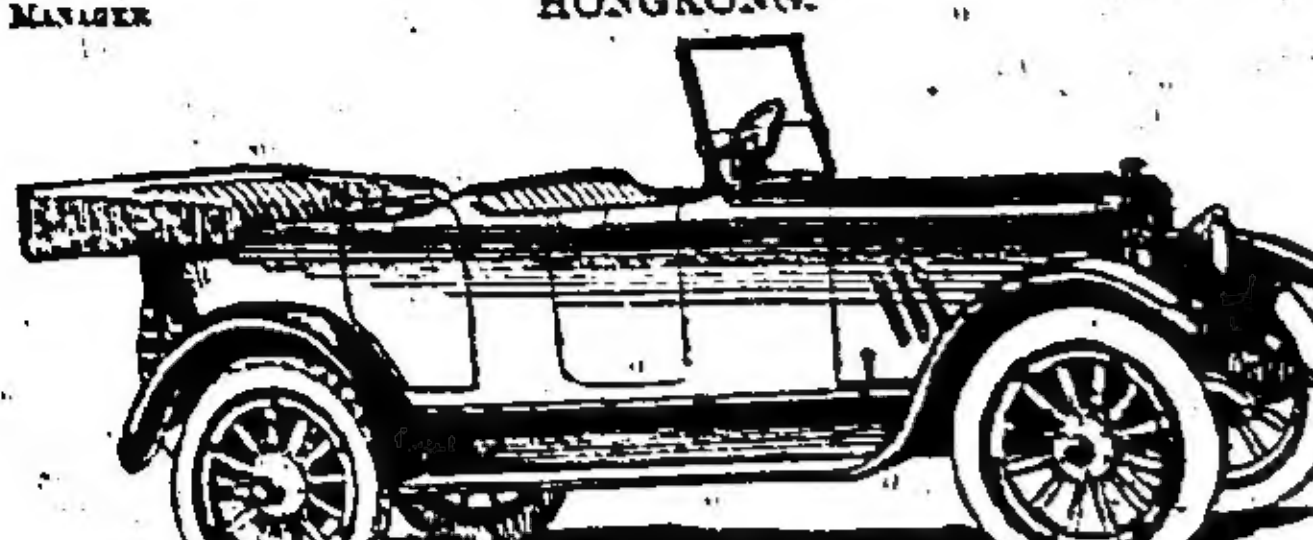
WHY

IS THE PRESIDENT'S HOME CALLED THE "WHITE HOUSE"?

No one who has ever seen the spotlessly immaculate house in which the President resides in Washington, would ever give a second thought to the reason for the name "White House," for the structure itself is a splendid visualization of the term, and it would seem a waste of time to hunt further for the reason held behind its application. As a matter of fact, however, the original "White House"—the home of the Presidents which was burned during the British invasion in 1814—was raised in honor of the White House in New Kent county, Virginia, the home of Martha Washington and the scene of her wedding.

Washington had many pleasant memories of that residence, and it was he who suggested the building of a "White House" for the Presidents. The present building is constructed largely of Virginia free-stone, which is exceedingly porous, and consequently it would be very damp in the interior if it were not for a thick coat of white paint applied about once every ten years.

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THEATRE ROYAL
H. B. WARING CO.
"THE WITNESS FOR THE DEFENCE."

"The Witness for the Defence" is too well known to call for much comment. It is the famous Anglo-Indian story by A. W. Mason, the plot being laid in the district of Rajputana. The chief novelty of the play lies in the opening scene which is played entirely in a tent. The story in brief is that of an Indian official, Ballantyne, who lives in Rajputana with his wife whom he often ill-treats when under the influence of drink. The climax comes one evening when an old friend of Stella Ballantyne's comes unexpectedly to see her husband. Whilst at dinner the husband taunts her and drives her to the verge of desperation. After their guest has gone he comes to her and is about to ill-treat her again when she suddenly grabs a rifle and shoots him. The scene then changes to England. Some years have passed. Theske again meets Stella, and finding her engaged to marry the son of an old friend of his tells her that she must confess that she shot her husband. Heart-broken she finally agrees to do so, but her lover, Dick, proves himself a real man when he hears the story, declares he knew all about it all the time, defies them all and claims Stella as his wife. "The Witness for the Defence" gives Miss Sherwin a splendid opportunity of displaying her wonderful dramatic ability to the utmost, whilst Mr. Quartermaine as Theske is particularly good. The old professor (Wordsley Hulce), his son, Dick (Frank Vosper), the family friend and solicitor (Christian Mowbray) and Miss Rita Ricardo, are all extremely clever in their roles. The whole play is full of tense situations and dramatic moments.

BANDMAN OPERA CO.
FAREWELL TO-NIGHT.

To-night a full house is anticipated at the Theatre Royal for the farewell performance of the popular Bandman Opera Company who will present some of the choicest numbers from their extensive repertoire. Included in this delightful pot pourri, in which all the members of the Company will take part, will be turns from the most successful pieces presented by the Company during their Hongkong season, including "Tails Up", "Bran Pie", "Buzz Buzz", "Maid of the Mountains", "Kiss Call", "Irene" and "Oh Joy". Among the special turns promised are contributions from Madeline Rosier at the piano, Dora Dolaro, Scott and Barry, Crichton and Masfield, Dan Masfield, Dolly Prince and Verno and Dolaro—the best they can give from an excellent repertoire.

On Saturday night a crowded house gave a very cordial reception to "The New Shop Girl," an excellent piece in which the artists all acquitted themselves with great credit, especially Miss Dolly Prince in the title role, Mr. Eric Masters, Miss Grace Barry, and Mr. Jack Crichton.

NEW SOLICITOR.

MR. W. B. KENNETT.
ADMITTED TO PRACTICE HERE.

At the Supreme Court this morning, the acting Chief Justice, Mr. H. H. J. Gompertz, admitted Mr. William Bertman Kennett to practice as a solicitor in the local courts.

The Attorney-General said that the usual formalities had been complied with except that he had to ask for an exemption from the four months' notice and from the filing of a certificate of fitness and character from two practitioners in England. In view of the fact that Mr. Kennett was well known in the Far East, he thought that exemption might be granted. Mr. Kennett was admitted in England in 1906 and in Shanghai in 1916.

Mr. Kennett is a director of the British-American Tobacco Co., of China, Ltd., and will only practice in connection with cases affecting his company.

His Lordship said that he had much pleasure in approving Mr. Kennett as a solicitor and proctor of the Court.

CORRESPONDENCE.

WRIT SARKASTIC.

[To the Editor of the "China Mail,"]

Sir—Surely your correspondent "Z" misses the whole point of the Inter-Port selection? The men chosen are those who are admittedly best fitted to represent Hongkong in all branches of sport available in Shanghai during their visit. He could not expect the Chinese and Indian in question to enjoy the hospitality of the Northern Port, for they're not used to that sort of thing here.

"Z" must have been facetious in his suggestion that these two local players ought to go to Shanghai. I can only conclude that the high sarcasm which he employed is his own way of expressing his satisfaction that Cricket is (Thank God!) still an English game.

Yours truly,

PEAKITE.

Hongkong, April 11, 1921.

RENTS

[To the Editor of the "China Mail,"]

Sir—It is quite true what Adversarius says about rents. My next-door neighbour is one of these Civil Servants and tells me that he actually gets nearly a hundred dollars a month in "House Allowance." His rent only costs him a matter of thirty a month more. And here we are, honest unpretentious folk, rooted of more rates and with a smoke twice as much as before, all to keep these "workers" in the lap of luxury!

Oh no, there are no exorbitant rents here. It's a dirty shame, Mr. Editor!

Yours truly,

IMPORT.

Hongkong, April 11, 1921.

MOTOR ACCIDENT.

LADY INJURED.

PORKULUM ROAD COLLISION.

As the result of a motor accident on Pokfulam Road yesterday, Mrs. Yolle of Nathan Road, Kowloon, is at present in the Government Civil Hospital.

Mrs. Yolle was riding in the side-car of a motor cycle driven by her husband. In turning a corner near the Dairy Farm, the cycle ran into motor car No. 333 which was climbing the hill. The collision caused the cycle to capsize and Mrs. Yolle was thrown heavily on the ground. Fortunately, both vehicles were travelling at slow speeds, or the accident would have had more serious results. As it was, Mrs. Yolle was badly shaken and received injuries to her body, while Mr. Yolle received a few bruises.

The occupants of the car, Corporals Brown and Wallington, of the Government Military Police, and a couple of friends, rendered assistance and removed Mr. and Mrs. Yolle to hospital. Mrs. Yolle was detained, but Mr. Yolle was able to return home after his bruises had received attention.

TWO NIGHTS IN A CELL.

Alexander Lindsay Wood, charged before Magistrate Lindsell this morning with having behaved in a disorderly manner in the public bar of the Hongkong Hotel on Saturday morning, pleaded "guilty."

Inspector Macdonald said that the defendant entered the bar of the hotel the worse for drink, and without any provocation, proceeded to challenge everybody to fight. The manager was sent for and after the lot of trouble, the defendant was prevailed upon to go away. He returned about noon however, and renewed the disturbance. The bar manager again spoke to him, but this time defendant was stubborn and refused to go away. A constable was called in and the defendant was removed to the station, where he remained in a cell for two nights.

The Magistrate imposed a fine of \$5.

When his name was called before Magistrate Orme this morning to answer a charge of having been drunk and incapable in Connaught Road West yesterday, John Johnson failed to appear. The Magistrate ordered his bail of \$5 to be arrested.

AIRCRAFT AND PEACE.

SPEED OF WRITTEN THOUGHT.

TEN MILES PER HOUR HART.

Major C. C. Turner writing in the Observer in mail week says:—
Fears are sometimes expressed that aircraft will not only make war more horrible, but will increase the probability of war, first by providing a means of sudden, and even of un-announced attack, and secondly by more delicately poisoning a military situation and thus making the nervous tension more acute at times of international distrust. On the other hand, there are many who look to aircraft to strengthen commercial and sentimental bonds and so to quicken communications that mis-understandings will be less likely to occur.

In support of the view that quicker communications do not prevent war, the case is cited of England and France, who for a long time past have been easily within a day's journey, notwithstanding which, through nearly all the ages their two coasts bristled with arms against each other. This fact is held to discourage reliance upon rapid aircraft communications to make stronger the bonds of friendship between Britain and America, and to prove that we must still look to the spirit of man as the only possible field in which friendship may either be preserved or lost. On the surface, this appears to be a strong case, but the present writer ventures to suggest there is a fallacy in it.

Looking back over the past, it will be seen that quick communications have not really been the means for exchanging thought for the masses of the people; it has been possible for great nations to touch each other geographically and yet remain in complete ignorance of each other's ways and resources and will. In the past even between nations adjacent to each other there has been no quick interchange of thought between the peoples. It may even be said that more than one modern war, in the era of the telegraph, of newspaper, and of universal literacy, has been facilitated by the deliberate prevention by those in power of the free interchange of thought, and of accurate information concerning the spirit, the intentions, and the resources of neighbours.

When quick communications are employed for the conveyance of written and printed thought we may look for better results and the remarkable thing is that aircraft offer a far greater step in this direction than any mechanical innovation of the past not even excluding the telegraph and the steamship. The former of course, is extremely limited as to its capacity to convey more than the barest news, and it has been so overburdened during the past few years that on many important routes it is little quicker than the mail. The steamship enables mails to be carried at an average speed, from despatch to delivery of about ten miles per hour or on a few favoured routes up to about 13½ miles an hour. Thus letters from London to India take twenty-six days, an average of 11½ miles per hour. Inland mails in India are, here and there, a trifle quicker.

The world has not yet tried to improve matters. It has not even thought of doing it. There are some who feel sensible of progress when they read the day's telegrams in the newspapers, and who marvel at the miracle of it. But it is news, not written or printed thought; and it does little to unite hearts or sympathies. Often the tendency is good; but sometimes, when more is most needed, its limitations are most obvious.

To-day, more than ever, something more than a speed of ten or thirteen miles per hour for the exchange of written thought between the nations is desirable. And there is no means other than aircraft to provide it. This, in a very limited way, has been seen in the numerous occasions when the statesmen of the Allies employed the aeroplane for their conveyance from one capital to another, and habitually use it for the conveyance of documents.

Beyond that nothing has been done to take the gift of the aeroplane at its best. It can carry letters, which can be printed on receipt; it can, by means of micro-photography, convey whole newspapers. Have there not been occasions when, making responsible uses of aircraft, trouble in India and elsewhere might have been averted?

India is even now within five days by air-craft; America within thirty-six hours and soon even these times will be reduced.

And while aircraft, at any rate, offers the world this opportunity, there is an urgent reason for its acceptance. Those who fear that aircraft may provoke war appear to overlook the fact that the war proposition presents itself to the community in rather different fashion now that the outbreak of hostilities is a matter of direct personal concern to cities remote from land and sea frontiers. This surely will prove a powerful influence, will prove a powerful influence, working against thoughtless popular

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BRIDE OF EARL'S SON.

SECRET WEDDING.

PASS-BY AS WITNESS.

The Hon. Arnold Joost William Keppel, second son of the Earl of Albemarle, was secretly married at the Strand register office. His bride is Miss Doris Monica Carter, who is described on the register as 22 years of age and the daughter of a deceased lime and cement merchant. Mr. Keppel is 36. No relatives or friends were present at the wedding, and the witnesses were Mr. Keppel's chauffeur and a passer-by.

For some days the couple had been the cause of much interest in the hotel in Jermyn-street where they had been staying, and the girl had attracted attention by her pretty face and beautiful clothes. She is tall and dark. A few days before the marriage a trunkful of expensive dresses arrived at the hotel, which excited much admiration. After the marriage, the announcement of which caused some surprise, the couple left the hotel in a private motor-car, and so much care was taken to hide their destination that the boxes and trunks were not labelled.

During the war Mr. Keppel was a lieutenant in the Royal Air Force and was on active service in France.

LOCAL AND GENERAL.

One fatal case of small-pox, Chinese, was reported on Saturday.

Says the Canton Times.—The Japanese Consul with several military and naval officers paid a call on President Sun-Yat-sen yesterday afternoon to extend their congratulations upon his election to the Presidency of the Republic.

Cook's mate Shropshire, of H.M.S. "Colombo," was this morning charged before Magistrate Orme with disorderly behaviour in Queen's Road East last night. Inspector Blackman said that last night Mr. Smith, manager of the Canton garage arrived in Hongkong. He was proceeding to Wanchai in a ricksha when the defendant ran up to him on the Praya and stopping the ricksha, accused him of stealing money. Mr. Smith denied the accusation, but the defendant insisted that he should accompany him to the station. At the station, Mr. Smith consented to being searched, and nothing but Canton money was found on him. Mr. Smith was prepared to let the matter drop if the defendant would apologise to him. The latter, however, refused and used very insulting and abusive language. Therefore he had to be charged. The defendant pleaded that he was drunk and did not remember anything. Telling the defendant to be more careful in future, as it was not fair to accuse innocent people of stealing money, the Magistrate imposed a fine of \$15 or 14 days' hard labour.

Mr. Yang Cheng, former diplomatic envoy to Shanghai, has been recommended for the post of Peking Minister to Siam.

TO-DAY'S ADVERTISEMENT.

GEORGE B. SEITZ
— IN —
PIRATE GOLD
— IN —
HAROLD LLOYD
— IN —
HIS ROYAL SLYNESS

TO-NIGHT AT THE CORONET

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General from the Manila Observatory at 8.45 a.m. on April 11, 1921:—
Typhoon (40 deg. Long. E. 15 deg. Lat. N. moving N.N.W.
Typhoon 140 deg. Long. E. 15 deg. Lat. N. almost stationary.

Mr. Yang Cheng, former diplomatic envoy to Shanghai, has been recommended for the post of Peking Minister to Siam.

NOTICES.

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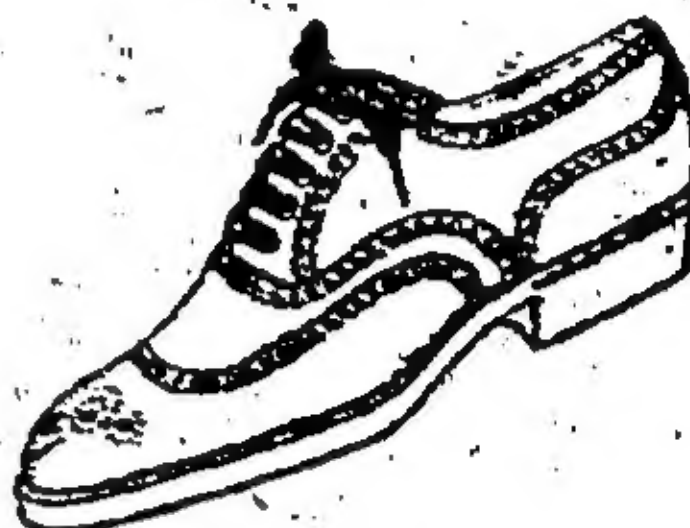
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IN ALL COLOURS

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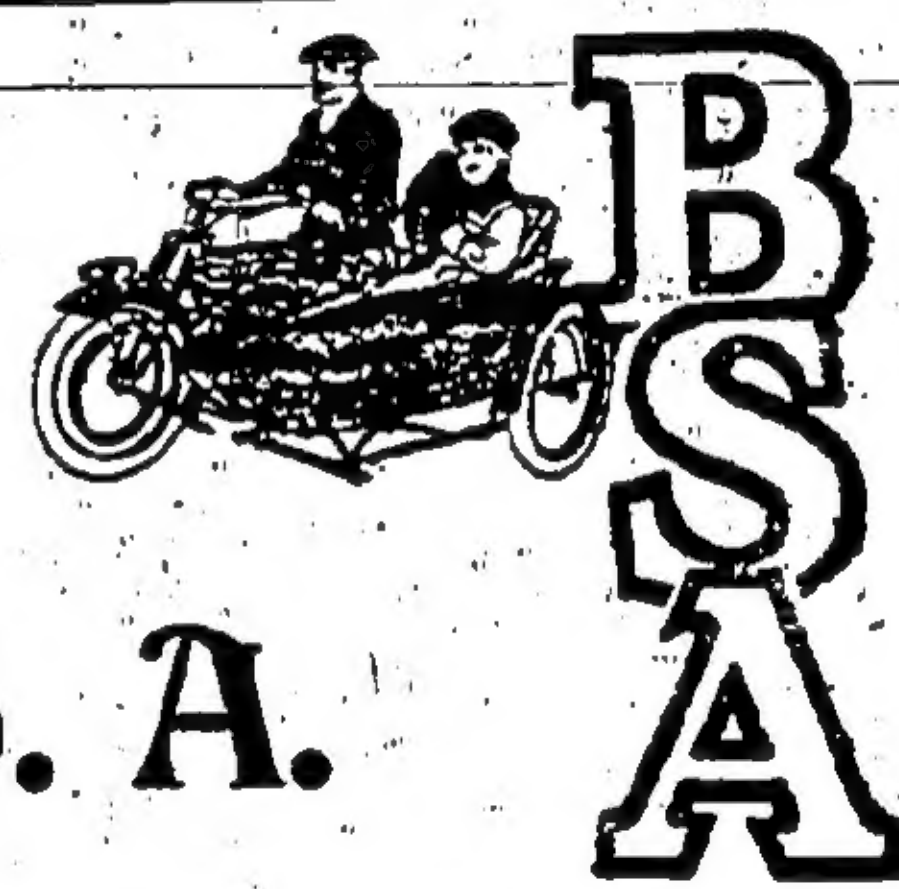
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TUMES having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

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BOMBAY & COLOMBO—Regular fortnightly service via Singapore.INDUS MARU Sailing Sunday, 10th April.
DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.SHINEN MARU Sailing Sunday, 1st May.
Excellent accommodation for 1st and 2nd class passengers.

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KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

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SAILINGS FROM HONGKONG.

BOSTON & NEW YORK—"CITY OF DUNKIRK"—25th April.
BOSTON & NEW YORK—"KNIGHT COMPANION"—12th May.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG
HONGKONG & CANTON
BURNS & CO.,
CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" Sailing 14th April.

"VICTORIA" Sailing 29th April.

For Freight and Passage, apply to—

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HOIHOW, PAKHOI & RAIPHONG

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Saloon accommodation, electric light, and fans in Saloon and

Bath-rooms. Regular schedule service between Canton, Hongkong, Shanghai

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to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

HONGKONG LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 23.

Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

FOR MANILA.

"WENATCHEE" Sailing May 3rd

For VICTORIA, B.C. & SEATTLE, Wash.

(Calling at Shanghai and Japan Ports.)

From HONGKONG

"WENATCHEE" May 14th

"KEYSTONE STATE" July 2nd

"WENATCHEE" July 25th

"KEYSTONE STATE" Aug. 12th

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Information regarding Rates, Accommodations, etc.

Apply to—

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THE ADMIRAL LINE.

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"CROSSEYS" (Freight only)—About April 16th.

For PORTLAND direct.

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Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

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Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES

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Via Panama

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THE BARBER STEAMSHIP LINES, INC.

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AGENTS, 5th Floor, HOTEL MANSIONS.

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To & From

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JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.R. STEAMERS

LAKE FARAR April 20th

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Through bills of lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates. Apply to—

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SHIPPING

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SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

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Empress of Russia Apr. 28 May 16

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Empress of Asia May 28 June 13

Montague June 14 July 8

Empress of Russia June 23 July 11

Empress of Japan July 7 July 23

Empress of Asia July 21 Aug. 5

Montague Aug. 18 Sept. 1

Empress of Russia Sept. 18 Sept. 8

Empress of Japan Sept. 20 Oct. 11

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Coast. Traffic conditions on the Atlantic are as complicated

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SERVICES LTD.

CHINA MAIL S.S. Co., LTD.

"INCORPORATED IN U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

15,000 Tons 11,000 Tons 10,000 Tons

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HONGKONG for SAN FRANCISCO

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April 21st May 18th June 15th

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA" S.S. "NILE"

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Saloons

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STAMERS

HAIHONG Capt. W. G. Patterson FRIDAY 10th Apr., at Noon.

HAICHING Capt. A. H. Stewart TUESDAY 16th Apr., at Noon.

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For FREIGHT and PASSAGE apply to—

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DOUGLAS LAFRAIK & Co.

AMERICAN & ORIENTAL LINE.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

ZIMBABWE BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

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JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For

LONDON, AMSTERDAM, ROTTERDAM AND HAMBURG

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TERDAM AND HAMBURG

Subject to change without notice.

Or to BRIS & Co. Canton.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

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Business hours: 10 a.m. to 5 p.m.

Hongkong, April 1, 1921.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Apr. 13—R.F. Ajax

13—J.C.J.L. Theodosia

13—B.F. Theodosia

13—P.O. Dunera

13—R.F. Swazi

13—B.F. City of Dunkirk

13—R.F. Kango

13—B.F. Knight Companion

13—R.F. Katana

13—B.F. Telemachus

13—P.O. Chary

13—B.F. Achilles

13—P.O. Delta

13—B.F. Mentor

13—R.F. Teiresias

FROM JAPAN.

Apr. 12—J.C.J.L. Titoreum

12—R.F. Idomenum

12—B.F. Toril

12—P.O. Kiyber

12—N.Y.K. Kiso Maru

12—B.F. Atrous

12—R.F. Eliporon

12—P.O. Sordani

12—B.F. Sordani

12—R.F. Antiochia

12—B.F. Talsida

12—P.O. Kadowa

12—B.F. Nagoya

12—R.F. Jazara

12—B.F. Tydus

12—P.O. Eoryades

12—B.F. Bellerophon

12—R.F. Mentor

12—P.O. Nyansa

12—B.F. Kalyan

FROM MANILA.

Apr. 24—B.F. Proteus

May 11—R.F. Teucer

June 11—R.F. Talithia

June 30—R.F. Lido

July 25—R.F. Proteus

Aug. 19—R.F. Teucer

FROM SAIGON.

Apr. 12

HONGKONG HOTEL GARAGE.

Telephone No. 483.

SOLE AGENTS

HONGKONG and SOUTH CHINA
FOR
THE STUDEBAKER CAR.

We have just received a consignment of these Cars conveying:—

BIG SIX TOURING (7 Passenger)
SPECIAL SIX TOURING (5 Passenger)
SPECIAL SIX SEDAN (5 Passenger)
LIGHT SIX TOURING (5 Passenger)

FIRST CLASS LIVERY SERVICE.

LAND OFFICE.

REPORT FOR THE YEAR 1920.

REGISTRATION.

The following is the report of the Land Officer, Mr. Philip Jacks, tabled at the Legislative Council meeting:—

During the year three thousand four hundred and five (3,405) Deeds and Documents were registered under the provisions of Ordinance No. 1 of 1844, affecting four thousand five hundred and twenty (4,520) lots of land. The total money consideration on sales, mortgages, surrenders and miscellaneous documents amounted to \$67,493,394.47 particulars of which are shown in Table I. The total number of documents registered in the Land Office under the provisions of Ordinance No. 1 of 1844 up to the end of 1920 was 73,665. The number of Deeds registered each year for the last ten years is shown in Table III.

2.—GRANTS OF LAND.

The total area of land sold and granted on lease during the year was 277 acres 0 rood 6 9/20 poles of which 207 acres 3 roods 20 1/5 poles was in respect of lands dealt with by the District Land Officers, the total area resumed was 75 acres 2 roods 30 3/20 poles being an excess of 210 acres 1 rood 15 3/10 poles of land granted over land resumed during the year. This is exclusive of quarries and lands let on short temporary permits by the Public Works Department. Particulars of the grants are shown on page W 1 of the Blue Book for 1920.

3.—GRANTS OF LEASES.

The number of Crown Leases granted during the year was 74 particulars of which are specified in Table II. The number of Crown Leases issued each year for the last ten years is shown in Table III.

4.—FEES.

The total amount of fees collected by the Stamp, exclusive of the New Territories, during the year amounted to \$59,288.75 being \$6,803.85 more than the previous year. The amount of land registration fees in the New Territories amounted to \$4,229.50.

The amounts of fees collected under the different headings for the years 1911 to 1920 are shown in Table IV.

5.—CROWN RENT ROLL.

The total Crown Rent due in respect of leased lands in Hongkong and Kowloon (excluding certain villages in Hongkong and Kowloon entered in the Village Rent Roll) amounted for the year ending December 25 to \$449,379.24 an increase of \$24,512.25 on the previous year. The total amount due in respect of leased lands in the Villages of Hongkong and Kowloon appearing in the Village Rent Roll for the year ending September 30 was \$3,526.45 a decrease of \$121.40, on the previous year due mainly to the resumption at Kowloon Tong. The total number of lots of Crown Land appearing in the Rent Rolls with the Total Rents is shown in Table V.

6.—SCAVENGING LANES.

Areas for Scavenging Lanes were, in the case of seven properties, either resumed by the Crown for money payments or dedicated by the Crown Lessees as Scavenging Lanes in consideration of their being granted by the Building Authority modifications or exemptions from certain provisions of the Public Health and Buildings Ordinance, 1903, and the necessary documents were completed and registered.

7.—NOISY AND OFFENSIVE TRADES. Twenty-nine licences were granted to Crown Lessees under the provisions of the Crown Lessees to carry on Offensive trades on their premises in cases where such licences were recommended by the Sanitary Department.

8.—BUILDING COVENANTS.

In three cases applications were made by Crown Lessees for an extension of time in which to comply with the Building covenant in their Crown Lessees or grants. The applications were granted on payment of penalties and the agreements completed and registered.

9.—NAVAL AND MILITARY LANDS.

The Peak Signal Station was taken over from the Admiralty by the Colonial Government. The Admiralty also transferred to the Colonial Government a strip of land adjoining Morrison Gap Road for the purpose of road construction. Murray Battery (area 46,677 square feet) and Victoria Battery (area 71,329 square feet) were transferred to the Colonial Government by the War Department for which the sums of \$118,423.25 and \$26,565.80 were credited to the War Department in the Colonial Military Lands account.

A portion of North Point Battery, containing 90,288 square feet was acquired from the War Department for the purpose of road improvements and a sum of \$21,184.56 credited to the War Department in the said account.

A portion of Elliott Battery was taken by Colonial Government for road improvements, other land being given in exchange, and the Colonial Government credited with \$1,680.60 in the said account by way of equality of exchange.

A small strip containing 3,750 square feet along the North Western side of Belcher's Battery was resumed in connection with the erection of some public buildings for which the War Department received a credit in the above mentioned account of \$913.

10.—MISCELLANEOUS DOCUMENTS.

In addition to the above seventy-four Crown Leases, one hundred and thirty-four miscellaneous documents were drawn and completed, the latter including agreements to secure Government Contracts and Purchase Deeds on the resumption of properties by the Crown.

11.—STAMP DUTY.

The amount of Stamp Duty paid on registered documents exclusive of Probates and Letters of Administration amounted to \$144,818.75. The amount of Stamp Duty on Probates and Letters of Administration registered amounted to \$435,574.85.

12.—STAFF.

There has been no change in the Staff during the year.

ECONOMIC RESOURCES.

SHIPPING AND SHIPBUILDING.

SUB-COMMITTEE'S REPORT.

Mr. E. V. D. Parr as Chairman of the Economic Resources Sub-Committee on Shipping and Shipbuilding submitted the following report which has been compiled by the Shipping and Shipbuilding Sub-Committee, and is based upon the most expert advice in the Colony, and also upon facts supplied by the Captains of various ocean-going vessels.

SHIPBUILDING.

Materials.—All supplies of materials such as steel plates, sections, billets for forgings, pig iron for castings, etc., are imported from Britain or America. As compared with Great Britain, Hongkong is thus at least two months later in commencing work on a contract, due to the time required to ship materials out. In addition to this, the freight on materials adds at least 10 per cent. to their cost. Auxiliaries of a special nature are also purchased from home or America and are affected in the same way as steel by time of delivery and freight charges. Timber for decks, ceilings and cabin furniture, in the case of teak or hardwoods, is procured from Siam or Borneo, and soft wood, such as Oregon pine, from the Pacific coast. Timber cannot, however, be considered as costing more in Hongkong as Great Britain has to import both hard and soft woods. The foregoing are the principal items for which we have to rely on outside sources for our supplies, but there are many other details in the outfit of a vessel which have to be purchased abroad and which, if the demand were sufficient, could be economically produced in Hongkong.

An important factor in the absolute determination as to whether shipbuilding in Hongkong is ever to be a progressive industry is the production of iron and steel in China. If this ever eventuates Hongkong as a shipbuilding centre will be well established.

In the event of minerals being procurable in South China, steel works would have to be on a very large scale to cover the large variety of plates, sections, etc., used in shipbuilding. In Great Britain, Steel Works' output is specialized, some firms turning out plates only and other firms sections only.

Auxiliary Machinery is specialized in many in Great Britain and could only be turned out economically in Hongkong if the demand were sufficient.

Local China Fir is only suitable for rough work. Whether supplies of suitable hardwoods to take the place of teak and Borneo hardwoods are procurable within easy reach of Hongkong, is a matter which might be investigated.

Freight rates on timber from Borneo to Hongkong have recently been reduced and timber merchants are increasing their plant with a view to a larger output in the near future.

Pig Iron, in large quantities, has been shipped from Calcutta to Japan, the Mitsui Bussan Kaisha being the principal shippers, and the material being used, it is said, for shipbuilding purposes in Japan. No doubt the Government is kept fully advised for what other purposes it is used.

It has been proved that in Hongkong we are quite capable of building practically any type of merchant ship as cheaply as, or possibly cheaper than any other country, Japan included. To be quite independent, however, cheap supplies of pig-iron and coal to run rolling mills are necessary. With a guaranteed supply of coal from nearby provinces in China, the question of the establishment of rolling mills is purely a matter of time, and there would then remain only the question of auxiliary machinery. This, it is assumed, will have to be imported from England or the United States for some years to come, as we have neither the expert advice nor the facilities for manufacture here.

Labour.—This is plentiful, but to maintain efficiency busy yards are essential. Efficiency has increased since the introduction of steel ships. In connection with apprentices, a system of technical education would prove of great benefit in the way of training them in modern practice. A study of the English language should be combined with their studies in engineering.

Publicity.—The primary disability we labour under at present is that few

shipping people at home have any real idea of Hongkong's capacity for shipbuilding. This was particularly in evidence during the war when, with all the crying need for ships it was with the greatest difficulty, and only in the latter part of the war, that sufficient shipbuilding material was obtainable to keep the yards fully employed. Since then officials of shipbuilding firms at home and in America have inspected the local yards and have been very favourably impressed.

The possibilities of getting ships built and repaired in Hongkong should be kept very prominently before shipping people in Great Britain, America, Canada, Australia, and the Colonial Office should be well advised of the work done here and the capabilities of the local yards. When the Colonial Office were informed, towards the end of the war, practical results accrued.

The capabilities of Hongkong as a shipbuilding centre were also brought strongly before the Home Authorities in 1917 when a Hongkong built vessel was docked in Liverpool for inspection and a number of experts were asked to express their views, which were very favourable.

HARBOUR IMPROVEMENTS.

This matter is one of the utmost importance to the Colony. The idea held by those most vitally concerned is that the harbour is our only asset and that we should not play with improvements suggested by amateurs. Local experience gained by masters, merchantmen using this port is quite sufficient to enable us to indicate the position in which new buoys and lights might be placed with advantage; also to indicate where fog signals, or diaphanous, should be made use of and the nature of such signals. Granted that the harbour is our principal asset, it is maintained that we require expert advice and properly constituted Port Authorities. There is already a tendency at other places in China (Dahly, Tsingtau and Shanghai) to lay out scientifically constructed harbours, and we are convinced that in view of possible developments it is necessary that the matter should be thoroughly investigated, in order that the Colony may prepare itself for all possible developments. This must be done if our harbour is to maintain its position of supremacy in China waters.

The following improvements are recommended:—

1. An occulting red or green unwatched light, visible from 5 to 10 miles, should be placed on the Tathong Rocks in the East Entrance to facilitate navigation in and out of the harbour at night. If a light on Tathong Point is not sanctioned the light on Cape Collinson should be increased in power. In any case Cape Collinson should have a red sector showing into Junk Bay to guide ships into the anchorage. The red sector showing over Lye-mun Pass can be dispensed with and white shown instead, or if it is not advisable to alter the red sector over Lye-mun Pass a green sector can be substituted for red showing into Junk Bay.

2. The revolving light on Gap Rock should be converted into a group flash, thereby being visible in thick weather at greater distance than the present light.

3. An unwatched light on an iron tripod on Hongkong Chow Island, North West of Tai Ta Ming channel visible at 12-15 miles.

4. The Bokhara Rocks should have a lighted buoy placed on them for navigation around Cape D'Aguiar in the Shung Shi Mui channel. If possible to combine the two, it is recommended that an automatic whistling buoy as a warning in foggy weather be provided.

5. The Rambler Shoal and Belcher Ridge should be dredged deeper. Yessels of deep draft cannot at present navigate over them and both shoals are nearly in the Fairway; or remove Belcher Ridge.

6. Unwatched light on the East end of Lighting Island. Steamers bound south, or from the south, alter course off Lighting, Gap Rock or Green Island as the case may be.

7. Diaphanous should be erected. They have proved of inestimable value in Canadian waters, and the far more crowded waters of this Colony, equally subject to dense foggy weather should be similarly supplied. Diaphanous are held to be the best system of fog signal in existence, as they have been proved to neutralise, to a very great extent, the areas of silence so often encountered. They would consequently be of inestimable value on Gap Rock and Waglan. When in the vicinity of these stations it is by no means unusual for the report of the fog gun to be inaudible

ASTHMA
INSTANTLY RELIEVED

A Noted Physician will prove this to sufferers in Hongkong.

The astonishing statement that Asthma can be relieved instantaneously, coming from so well known authority as Dr. R. Schiffmann, will be of interest to all asthmatic sufferers. The experience of most Asthmatics has been that little, if any, relief has been afforded them by the methods heretofore employed, as well as the disease has been regarded as incurable. This noted physician has, however, after a life-long study of Asthma and kindred diseases, discovered a remedy which instantly relieves the severest cases of Asthma, Hay Fever and Bronchitis. So complete is Dr. Schiffmann's confidence in his remedy that he requests this paper to announce that to-day and to-morrow he offers a liberal sample box of "Schiffmann's Asthma-dor" free of charge, to all persons applying at THE PHARMACY, 22 Queen's Road Central.

Dr. Schiffmann believes that an actual test will be the most convincing, and in fact the only way to overcome the natural prejudice of thousands of Asthmatics who have heretofore sought relief in vain. Persons residing in other localities, outside of this city, who desire to try this medicine, will be sent a free sample package per post, providing they send simply their name and full address (no other writing) on a post card, within the next six days to

MULLER & PHIPPS (ASIA) LTD.,
Princes Buildings,
HONGKONG.

at two miles when you have previously heard it at five miles.

The Sub-Committee are endeavouring to ascertain the cost of and expense in connection with Diaphanous, also wireless position finders which the Government have stated have been found impracticable, as apart from the expense the necessary power is not at present available.

In this respect the Secretary has addressed a letter of enquiry to Mr. Wallace, Manager C.P.O.S. who has promised to obtain as much information as possible from the Canadian Authorities through the good offices of the C.P.O.S. Official in Canada concerning these two instruments.

Further enquiries are being made with regard to fog signals, and a special report on this important question will be forwarded to Government in due course.

DREDGING on a substantial scale is essential. All parts of the harbour which may be navigated by large steamers, and which have only a depth of 44 fathoms should be increased to the 35 feet mark. There should be more than one deep drafted fairway in the harbour in preparation for larger ships, but it is futile for us to put forward anything but the most elementary suggestions as to dredging until we know what form the new defences of the Colony are to take and the alterations to tides and currents which they may entail.

The following are the suggestions as to dredging:—

1. Deepen the water off Kowloon Point. It is not necessary to dredge the West Lamma Channel as the East Lamma Channel could be used, the least water in the Channel being 11 fms. with the exception of the Lamma Patch (rock), which has 53 fathoms over it and could be buoyed or removed by blasting. If the East Lamma Channel is used, instead of dredging the West Lamma Channel an unwatched light would be required on the East end of Lamma Island. (Wong Chu Kok).

2. Dredge the Western end of the Northern and Central Fairways to a suitable depth and lay down heavier moorings as the moorings are only suitable for coasting steamers. If the Western end of the fairways are deepened, a deep water channel would also require to be dredged to Sulphur Channel in which there is plenty of water.

3. To increase the harbour accommodation for ships drawing over 30 feet the harbour should be dredged to a depth to be hereafter decided on: (a) from the Northern Fairway to a line drawn East and West from the Southern entrance of Mong Kok Tsui typhoon refuge until it meets a line drawn south through the Fairway Buoy, or (b) dredge that part of the harbour to a suitable depth between a line drawn South from the West end of Stone Cutters Island to the Fairway buoy, and a line drawn South from White Pt. Stone Cutters Island to the Northern Fairway.

The Man-of-War anchorage is a good position for deep draught ships, but it would probably be asking too much to suggest removing the men-of-war from their present anchorage to Kowloon Bay.

Piers or Jetties might with advantage add to the facilities for handling of cargo.

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GOUDA CHEESE . . . \$1.40 per

AUSTRALIAN STILTON \$1.00

FRENCH 90cts.

THE DAIRY FARM, ICE & COLD STORAGE CO.

LIFE-BLOOD OF BRITAIN.

SHIPBUILDING IN 1921.

CUNARD COMPANY'S CONFIDENCE IN THE FUTURE.

With the turn of the year the intense gloom that clouded the world of business seems about to be penetrated by rays of hope. One thing is certain: we have got down to sincerity, writes a Business M.P.

We now know what is what. The tropical summer of finance, with its flood of prospectuses, is past. In its place we have sterner weather, but, at any rate, we are not subject to mirages.

The attempt to restore credit in Europe and set those great potential markets going is receiving the attention of the Cabinet. It is also receiving the attention of bankers and business men generally. Once Europe recovers the capacity to buy, a new tidal wave of trade is bound to come by all the laws of economic gravitation.

I want to say something about British shipping and its future. For shipping is the life-blood of trade, the arteries and avenues of commerce.

BRITAIN'S RECOVERY.

Before the war the United States was hardly in the field of competition in ships of 100 tons gross and over. The United States before the war had 5,368,194 tons. Now she has 16,049,289. The corresponding figures for this country were 19,256,766 tons before the war, and 18,330,424 at the present time.

In a word, notwithstanding the loss of 3,757,000 tons of our shipping during the war, including many of the finest vessels in our merchant fleet, we have almost recovered our ground.

Before the war this country owned 39 per cent. of the world's shipping; she now owns 32 per cent.—not a very startling change in the proportion.

It is a trite saying that history repeats itself, but, properly interpreted, it represents a fact, and the history of British shipping is illustrative of the truth. At the conclusion of the Napoleonic wars America seemed destined to capture the supremacy in mercantile shipping. So to-day the two nations are once more bound to be keen competitors upon the seas.

AN IMPETUS TO ALL.

No one can refer to this rivalry without glancing at the remarkable developments foreshadowed by the Cunard Company and its allied lines.

Without hesitation I say that the Cunard boldness of enterprise in announcing an immediate issue of £4,000,000 Debenture stock is a sign of encouragement and heartening to the whole country.

It indicates that faith in the future which is the inspiration of our race. The story is an impetus to us all. Here it is in brief:—

The Cunard Line, without referring to its associated lines, the Anchor, the Brocklebank, and the Commonwealth and Dominion, has 13 magnificent vessels, with a total tonnage of 214,200 gross tons, in building or due for delivery before the end of 1922. They comprise the following:—

| | | | |
|-----------|--------|---------|--------|
| Scythia | 21,500 | Arctia | 13,000 |
| Laconia | 21,500 | Andania | 13,000 |
| Samaria | 21,500 | Asonia | 13,000 |
| Franconia | 21,500 | Ascania | 13,000 |
| Servia | 21,500 | Albania | 13,000 |
| Tyrrhenia | 16,700 | Albania | 12,000 |
| Antonia | 13,000 | | |

The building of this new fleet inevitably compels retrospect and reflection. It was in 1838, the year in

which the Sirius and Western crossed the Atlantic, and thus began the steam service, that Samuel Hallifax, Nova Scotia, a country and formed the connection with John Burns and David MacIver of which led to the establishment of the Cunard Line. The Cunard Line is not but wisely bold, in its new change in the character of has taken place.

THE PRESENT POSITION.

The company is no longer sister ships to the "Agu" 45,647 gross tons, or even "Mauretania" of 30,704 tons in the new fleet of half the tonnage of the existing fleet. It is a utility fleet rather than ducks headed by a few swans.

The average profits of the company during the 10 years ending 1917/18, a handsome average, it is understood; but during 1920, notwithstanding marked fluctuations in the market and the powerful competition of America, the Cunard Company is not only proving past but certain as a future.

If only we could have all industrial disputes averted, as in the war, strength—in this instance purposes of destruction, finer purposes of trade to the world over, especially Europe—it would be well.

Superstition. Whistling girls and hens. Here we have a very old superstition. To the primitive was unusual was unnatural was very He arrived at the first proposition psychological once taught him the last rule hens don't crow or g.

The rest follows naturally man's syllogism. We all more of the primitive in are aware of or willing to perhaps. Therefore we g.

Whistling girls and crows. Always come to some b Or perhaps: "A whistling girl and a Is neither fit for God n

The rhymes is different localities. It will be according to the first rhyme, the calamity to the abnormal girl; second would appear to the idea of unwomanly calamity; yet those who generally attach to it the luck or disaster and reg not only as threatening girl or hen but also the them whistle or crow, is merely an extension of

VALSPAR BRONZE BOTTOM PAINT

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SPORT.

(Continued from Page 4.)

SATURDAY'S FOOTBALL.

THE CHARITY MATCH.

H.M.S. "Hawkins," winners of the United Service League, and H.M.S. "Titania," who came out finalists in the H.K. Challenge Shield Competition, met at the Club Ground on Saturday at 4.30 in a match arranged in aid of Earl Haig's War Fund. The weather was ideal for football, despite the recent warm spell, and a large attendance resulted.

Promptly at 4.30, the Hon. Dr. Claud Severn, the Officer Administering the Government, kicked off, the "Titania" having lost the toss.

The "Titania" went away from the start but were immediately pulled up for offside. From the freekick the "Hawkins" forwards secured and after a couple of shots forced a corner. This being well placed, Webb headed nicely into the net, the "Titania" goal having no chance. The ball was re-centered in but a couple of minutes from the start of the match. Not a whit put out by this the "Titania" forwards kicked off and made an attempt to pierce the "Hawkins" defence, but their attempt was again spoiled by offside, and the "Hawkins" once more attacked.

After this play was very fast and keenly contested, the "Hawkins" having slightly the better of the exchanges. Then Kerridge, the "Titania's" right back was badly hurt and had to leave the field, and the "Titania" defence had all its work cut out to prevent further scoring on the part of the "Hawkins." Yeoman in goal for the "Titania" especially putting up a fine game. Half-time came as a welcome respite to the "Titania."

The "Titania" fielded their full team at the restart, Kerridge pluckily returning to his place. From the kick off the "Titania" went right down to the opposing goal. The goalie stopped a swift shot but in clearing the ball struck Powell who was just then rushing in and bounded into the net. Both teams, each with a goal against it, now began to play hard for the lead and the game became very exciting and fast, both goals being visited in rapid succession. Play favoured neither side much, although the "Titania" had had lines several times in not increasing their lead. The full time whistle went in a draw.

The teams were as follows:—H.M.S. "Hawkins": Jones, Humphreys and Russell; Steward, Edwards and Morgan; Curdrie, Bullard, Webb, Harris, and Burd. H.M.S. "Titania": Yeoman; Kerridge and Maplesden; Robinson, McGaan, and Hutchby; Garside, Hendry Powell, Young and Cooper.

The referee was Mr. Jones.

FRIENDLY MATCH.

"CURLEW" v. SOUTH CHINA.

These two teams played a very interesting friendly match on the South China ground on Saturday, and attracted the usual big crowd of Chinese and not a few Europeans.

The Sailors kicked off and making straight for goal, scored almost immediately, before the game had been one minute in progress. Their inside right was responsible for the score, converting a beautifully placed centre from the left winger. The Chinese went on the war path from the centre. Invading the Sailors' territory, they gave the defence a strenuous time and after several reverses, settled. The game became very fast after this, with both ends of the field visited in quick succession, but the defence at both ends played up well and managed to keep the ball out. Shortly before half time, the Chinese scored again, and when the teams crossed over, they were leading by the odd goal in three.

The second half opened with the Sailors on the offensive, and the Chinese goalie had a lot to do. He was equal to the occasion, and for aught about some very splendid saves. The Sailors were undaunted. They came back and after a determined onslaught managed to beat

the goalie with a stinging shot from close quarters. With the scores reading one all, a keen struggle followed from which the Sailors emerged victors by the odd goal in five.

BILLIARDS.

OSMUND WINS CHAMPIONSHIP.

A close contest for the Billiards Championship of the Colony at the Victoria Recreation Club on Saturday evening resulted in P. A. Yvanovich (Club de Recreio), holder of the title, being defeated by A. J. Osmund (Catholic Union Club), by a substantial margin.

The match, which was 1,000 up, commenced at 6 p.m., and lasted, with one hour's interval for dinner, and short rests, till 11.15 o'clock. Yvanovich opened the game and immediately assumed the lead, keeping it for the best part of the first session. At the start, both players were off their form, and missed some easy shots. Osmund, a very young player, showed signs of nervousness. This Yvanovich was not slow in perceiving, and playing steadily, went away from his opponent. Gradually Osmund began to get over his stage fright, and after nearly two hours of consistent play, caught up with his opponent and soon led. He forged ahead after this, and at the end of the first session was leading by a hundred odd points, the scores then being: Osmund, 692; Yvanovich, 585.

The second session began at 9 p.m., and with both players in form, more interesting play was witnessed. Osmund exhibited some pretty play, twice getting in-off the red from spot, and followed up with a six shot with both balls in hand. Fast scoring soon brought the scores to Osmund 757; Yvanovich 649. Up to 10 p.m., the players compiled breaks as follows:—Osmund 21, 32, 23, 25, 20, 36, 42, 43 and 50; Yvanovich 39, 23, 39, 23, 27, 37 and 38. There was much applause when Osmund eclipsed his previous best break with a beautifully completed 43, and again when he broke this record with 50.

Following is a table showing some of the relative positions of the players towards the end of the match:

| OSMUND. | YVANOVICH. |
|-------------|------------|
| 908.....751 | |
| 923.....782 | |
| 936.....782 | |
| 957.....824 | |
| 961.....828 | |
| 967.....858 | |

Then Osmund took his score in to 994 with a pretty break of 27. Yvanovich worked hard against heavy odds, and managed to reach 874. Then, with one stroke, Osmund reached the 1,000 mark 126 points in front of his opponent. Towards the end of the game, Yvanovich made a big spurt which looked like taking him past his opponent's score, but excitement spoiled the break just when he appeared set for a century.

At the conclusion, H. E. the Hon. Dr. Claud Severn, C.M.G., as Chairman of the Club, presented the trophies, all of which were carried off by the Osmund twins. "A. J." secured the Championship cups, the V.R.C. tournament cup and the highest break cup, and his brother "L.A." the runner-up cup.

In making the presentation, Dr. Severn expressed the thanks of the members to the Billiards Sub-Committee for organising the event, for which the entries had been satisfactory and in which some interesting play had been witnessed. The twin brothers, Osmund, had played in the final, which was an extraordinary result. He congratulated the winner on having played a remarkably good game on a table which was rather slow. Considering that, both players had finished in comparatively short time and had made some good breaks. To meet such a redoubtable opponent as Mr. Yvanovich, and to beat him, was extremely creditable to Mr. Osmund. One never knew when Mr. Yvanovich was beaten, and, really, towards the end, he thought Mr. Yvanovich was going to make one of his 100 breaks. Dr. Severn also expressed the thanks of the Club to the donors of prizes, and to the referee, Mr. Rogers, whose services, however, had not been called upon. Mr. R. C. Welch, too, had taken a tremendous lot of trouble. (Applause.)

The cup for the runner-up went to Mr. L. A. Osmund, and that for the highest break to Mr. A. J. Osmund, who made a break of 69 in one of the earlier contests for the championship. Mr. A. J. Osmund also took the Tournament Cup, and, in presenting him with the Championship Cup,

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RED HAIR GIRL.

BEAUTIFUL SWINDLER.

MANY TITLES ASSUMED.

After a long search, the Berlin police have arrested a beautiful girl swindler whose long red hair settled all doubts about her identity. The girl, Anna Sannek, had assumed title after title in her career of crime, and when arrested she had, from a German "countess," become the "wife of a Russian Grand Duke."

At 18, says the *Berliner Tageblatt*, Sannek had a 14-roomed house, a carriage and pair, and a handsome motor-car, in which she was seen every afternoon driving through Unter den Linden. She had gained most of her property by swindling tradespeople, who described her as a royal-looking woman with copper-coloured hair. After being imprisoned for 24 years she again took up her criminal career.

As Countess Furgold, when she was 21, and later as Fraulein von Werner, she swindled different people of money. Recently, it is said, she swindled a Berlin banker of £15,000.

She was arrested as the result of a telephone conversation during which another banker overheard her mention large sums of money. Charged with swindling, she said it was a case of mistaken identity, for she was really a Russian Grand Duchess. She was identified by tradespeople as the woman who had formerly swindled them. Her red hair, they said, could not easily be forgotten.

NEVER-STOP TRAINS.

LONDON'S NEED.

MOVING-PLATFORM SYSTEM.

"The moving-platform system for railways about to be installed in New York is one of the solutions of the traffic problem in London," stated Mr. W. Yorath Lewis, addressing the London Society.

Another solution was the Adkins Lewis system of "never-stop" trains. The idea of this system is to have cars attached at short intervals to a screw-shaft running the whole length of the line. The cars slow down to three miles an hour at stations and pick up passengers as they go along, but never stop.

Mr. Lewis said both tracks in this system could be accommodated in a single tube of about 15 ft. diameter and yet give capacity equal to the maximum capacity of the District Railway.

The "never-stop train" would have the same speed as the District Railway trains (sixteen miles per hour), but would have twice as many stations per mile. So cheap would be the new system that omnibuses would entirely disappear owing to their inability to compete with the "never-stop train" cheapness.

The s.s. "Homocentus" (Blue Funnel Line) left Kobe on April 9 for Liverpool via Hongkong and is due here on April 12.

The s.s. "Atreus" (Blue Funnel Line) left Kobe on April 8 for London, Amsterdam and Antwerp via Hongkong. The vessel is due here on April 14 and will sail, as above, on April 15.

The C.P.O.S., R.M.S. "Empress of Asia," arrived at Yokohama on April 6, left there on April 8, and is due at Vancouver on April 12.

Mr. Severn remarked, with a smile, that the Osmund Brothers had monopolised "every odd thing."

Mr. Wilchell thanked His Excellency for his attendance and the proceedings terminated.

HO KONG TONG CUPS.

The "Semi-final" for the above Handicap held at the Palace Hotel, between E. Guimaraes and A. J. Osmund will be played at night Monday 11 at 9 p.m.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

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| (Direct) | | |
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| "ATREUS" | 18th Apr. | London, Amsterdam & Antwerp |
| "ELFENOR" | 26th Apr. | London, Rotterdam & Hamburg |
| "PYRRHOS" | 3rd May | London, Amsterdam & Antwerp |
| "DEMODOCUS" | 22nd May | London, Amsterdam & Antwerp |
| "AGAPENOR" | 31st May | London, Amsterdam & Antwerp |

LIVERPOOL SERVICE

| (Direct or via Continental Ports) | | |
|-----------------------------------|-----------|--------------------------------|
| "AJAX" | 19th Apr. | Genoa, M'les, L'pool & Glasgow |
| "ANTIOCHUS" | 3rd May | Genoa, M'les, L'pool & Glasgow |
| "PYRRHOS" | 17th May | Genoa, M'les, L'pool & Glasgow |
| "EURYADES" | 7th June | Genoa, M'les, L'pool & Glasgow |

PACIFIC SERVICE

| (via Kobe and Yokohama) | | |
|-------------------------|-----------|---------------------------------|
| "PROTEUS" | 4th May | Victoria, Seattle and Vancouver |
| "TEUCER" | 25th May | |
| "TALYBIUS" | 15th June | |

NEW YORK SERVICE

| (via Suez or Panama) | | |
|----------------------|----------|----------|
| "ET COMPANION" | 15th May | via Suez |

HOMEWARD PASSENGER SERVICE

| "DOMINUS" | 18th April | for Liverpool |
|------------|------------|---------------|
| "PYRRHOS" | 3rd May | for London |
| "ANCHISES" | 21st June | for London |
| "TELESTAS" | 7th July | for Liverpool |

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POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

| From | Monday, April 11. | Per |
|----------------------|-------------------|----------|
| Shanghai | | Wenchow |
| Japan | | Eastern |
| Australia and Manila | | Aki Maru |

TUESDAY, APRIL 12.

| | | |
|--|-------|---------------|
| Straits | ..... | Shidmoka Maru |
| KOROE via Suez (Letters only London 3rd & 10th Mar.) | ..... | Glenalloch |
| Saigon | ..... | Metkova |
| U.S.A. and Manila | ..... | Venezuela |

WEDNESDAY, APRIL 13.

Shanghai | Yingchow |

THURSDAY, APRIL 14.

| | | |
|--------------------|-------|---------------|
| Straits | ..... | Iyo Maru |
| Saigon | ..... | Yokofu Maru |
| Bombay | ..... | Tushima Maru |
| Japan and Shanghai | ..... | Kitao Maru |
| Straits | ..... | Dakar Maru |
| Straits | ..... | Kamakura Maru |

FRIDAY, APRIL 15.

| | | |
|---------|-------|---------------|
| Straits | ..... | Yamagata Maru |
| Straits | ..... | Meinan |

OUTWARD MAILS.

| For | Monday, April 11. | Per | Time |
|--------------------|-------------------|------------|-----------|
| Samshai and Wuchow | | Taining | 4.30 p.m. |
| Amoy | | Tean | 5 p.m. |
| Keelung | | Chien Maru | 5 p.m. |

TUESDAY, APRIL 12.

| | | | |
|------------------------------------|-------|--------------|-----------|
| "Swatow" and "Bangkok" | ..... | Hakka | 8 a.m. |
| Holbow and Haiphong | ..... | Yue Xing Wah | 9 a.m. |
| Swatow and Bangkok | ..... | Lochow | 9 a.m. |
| Shanghai, North China and Japan | ..... | Nagoya | 9.30 a.m. |
| Japan | ..... | Aki Maru | 10 a.m. |
| Shanghai and North China | ..... | Sinkiang | 11 a.m. |
| Swatow, Bangkok, Calcutta and ADEN | ..... | Chongchun | 11 a.m. |
| Swatow | ..... | Namsang | 5 p.m. |
| Cheloo | ..... | Tai Lee | 5 p.m. |

WEDNESDAY, APRIL 13.

| | | | |
|--|-------|---------|--------|
| Holbow and Haiphong | ..... | Taining | 9 a.m. |
| Swatow, Australia, and New Zealand via THURSDAY ISLAND | ..... | Eastern | Noon |
| 10.45 a.m. Letters 11.30 a.m. | ..... | Choyang | 5 p.m. |

THURSDAY, APRIL 14.

| | | | |
|--------------------------|-------|---------|---------|
| Shanghai and North China | ..... | Soochow | 11 a.m. |
| "Swatow" and Bangkok | ..... | Fooking | 5 p.m. |

FRIDAY, APRIL 15.

| | | | |
|--|-------|----------|--------|
| Shanghai, North China and Japan | ..... | Iyo Maru | 9 a.m. |
| "Swatow", "Bangkok", "Ceylon", "Mauritius", "L. Marques", "South Africa", "India" via Dhanushkoti, Aden, Egypt & EUROPE via MARSSEILLES. Registration 8.15 a.m. Letters 9 a.m. | ..... | Khyber | |

The Parcel Mail will be closed at 9 p.m. on Thursday, 14th April.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkoti, Egypt & EUROPE via MARSSEILLES. Registration 8.45 a.m. Letters 9.30 a.m.

Swatow, Amoy and Fookchow | Kiango Maru | 11 a.m. |

Philippine Islands | Loongang | 5 p.m. |

SATURDAY, APRIL 16.

| | | | |
|--------------------------|-------|----------|---------|
| Shanghai and North China | | Yingchow | 11 a.m. |
|--------------------------|-------|----------|---------|

TUESDAY, APRIL 19.

| | | | |
|--|-------|------------|---------|
| Holbow, Pakhoi and Haiphong | ..... | Kailong | 9 a.m. |
| Philippine Islands, Australia, and New Zealand via THURSDAY ISLAND. Registration 8.45 a.m. Letters 9.30 a.m. | ..... | Nikko Maru | |
| Swatow, "Shanghai" and "North China" via Suez | ..... | Shantung | 11 a.m. |
| Amoy and Fookchow | ..... | Haiching | 11 a.m. |

WEDNESDAY, APRIL 20.

| | | | |
|--|-------|--------------|---------|
| Shanghai, North China, Japan, "Canada", "United States", "Central" and "South America" via EUROPE via VICTORIA, B.C. Registration 8.45 a.m. Letters 9.30 a.m. | ..... | Kashima Maru | |
| "Shanghai", "North China" and "Japan" via Suez | ..... | Atsuta Maru | 10 a.m. |
| Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkoti, Egypt & EUROPE via MARSSEILLES. Registration 8.45 a.m. Letters 9.30 a.m. | | Inaba Maru | |

*Correspondence bearing vessel's name only.

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LAST TOURNAMENT OF THE SEASON.

SATURDAY, 16th April,

AT

THE MING YUEN GARDENS

at 9 p.m.

MAIN EVENT:

115 Round Contest for the Heavy Weight Championship of the Colony and the Hongkong Exchange Association Belt.

Pte. WILKINS, v. A. B. EVANS.

R.M.L.L. H.M.S. HAWKINS, (Heavyweight champion of the China Squadron 1920.) (Challenger.)

Also five six-round contests.

Booking at MOUTRIES, on WEDNESDAY, April 13th, Members (on Production of Current Membership cards) and on THURSDAY, 14th to SATURDAY 16th, General Public.

Prices \$5 and \$3, reserved and \$1, unreserved, which can also be bought at MOUTRIES on above dates. Special Trains will be run.

THEATRE ROYAL.

HONGKONG

EASTERN TOURS, LTD.

present the

H. B. WARING CO.

Commencing

MONDAY, April 18th at 9.15 p.m.

MON. 18. "THE WITNESS FOR THE DEFENCE"

TUES. 19. "MR. PIM PASSES BY"

WED. 20. "THE MERCHANT OF VENICE"

THURS. 21. "A BUTTERFLY ON THE WHEEL"

FRI. 22. "A MARRIAGE OF CONVENIENCE"

SAT. 23. "THE SPECKLED BAND"

Prices \$4, \$2 & \$1.

Booking at MOUTRIES on WEDNESDAY.

Allowed out on bail of \$30 yesterday, a Chinese named Arthur Lee failed to appear before Magistrate Orme this morning to answer charges of having been drunk and disorderly in West Point, yesterday, and having damaged Government property. When arrested, it was stated, the defendant was very violent and had to be locked